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Новоково. September 20гн, 1906. To those who can recall the opposition which was raised by the Chinese to the ulea of introducing railways into their country, when the question was first mooted, the progress which has been actually made in this direction must appear something astonishing. In this, as in many other kindred matters, China, in former times, took up the attitude of "the everlasting no". The difficulties were declared to be insuperable. China was one vast 'grave-yard. The "Feng Shui" could not be disturbed without danger of a general rising of the outraged populace. These and the like obstacles were habitually brought to the front whenever the subject was mooted, until at last even the most progressive, even among Europeans, began to despuir of its being ever possible for China to adopt so great a change as would he brought about by the introduction of the steam-horse. Sceptical people looked upon these objections as mere excuses for a small scale, is a fair enunciation of what, Artillery Company of the S.V.C. with four 15inaction; but it must be confessed that there was more in them than those who were unable to fully appreciate Chinese ideas on the subject were inclined to admit. The difficulties spoken of really did exist, and to the Chinese mind, they may have appeared insuperable. The superstition of the masses, their dislike of change, the likelihood of their rising if local carrying interests were interfered with; the degree to which railways would necessarily interfere with the levy of barrier dues, were all matters which the Chinese Officials could not be expected to overlook, and was consequently not surprising that the

intercommunication would be certain to Experience, however, proves that produce. By degrees, however, all these is often beginning at the wrong end, that, though China may move slawly, still she is not actually at a standstill; and that i to rush things in the Celestial Empire. In most instances where this has been done. the result before long has been disappointment. But it is an equal mistake to abandon AND a project in China because at a given moment it seems or even is an impossibility: The Chinese official is usually so conservative that he makes no allowance for possible OF THE FINEST FRESH change. His belief is that as China is, so FRUIT. IT MAKES AN IDEAL | she will continue for all time - and the bare fact that any given movement is a new departure, is sufficient to make it appear an apparent impossibility to his conservative mind. Time, however, brings about changes in national feeling and in economical conditions which no amount of conservative philosophising can arrest. It thus happens that what was quite impossible at one time is found after all to be comparatively easy of accomplishment at a later period. WHICH IS BREWED FROM THE This has certainly been the case with respect to the introduction of railways, and the same principle may be expected to be found at work as to other matters. The same considerations are applicable to the Telegraph, which is now so largely used both by the commercial and official classes in China as to the Railway. In the former instance, the practical advantages . were too obvious for so, shrewd a people as A.S. WATSON & CO. the Chinese to fail to ranguise them. Long before there was any idea of introducing telegraphs into China itself, the of the "wire talkee" which was supplied by the coast and ocean cables as they were laid down- and they thus became familiar with an appliance which in its nature was more likely to appeal to their superstitions and become an object of opposition than many other innovations not for publication but as evidence of good faith,

Att Letters for publication should be written on which have been opposed on the grounds of their being likely to disturb the Feng Shui. The slight opposition that was at any time offered to the Telegraph may be explained by the fact that its utility had been discovered practically, before it was discussed theoretically. There was no questioning the advantage to be gained by instantaneous means of conveying information; and, before the practical end to be thus attained superstitious opposition soon gave way. The great thing in introducing any change into China is to make it clear that it will be to her benefit. This point once reached, opposition that would other. wise be insurmountable begins to give way-How far this is the case is illustrated no inaptly by what occurred in connection with which was a short time back commenced, and which is referred to by H.E. the Gov-ERNOR, in his annual Report upon this Colony for the year 1905. He there says that " the negotiations and clerical work involved in the resumption of the large number of small "padi" fields required before construction could be started, was expeditiously carried out by Mr. C. CLEMENTI, the assistant land officer, and the first sod was turned on December 9th," and he pointedly adds: The decision to use labour supplied by the elders of the surrounding villages for the earthwork, was found, as had been auticipated, to obviate local difficulties arising from removal of graves, " Feng | Company down to his death. Shui " difficulties, prejudices, &c." This, on

on a larger scale, has been going on in

Chinese see that a given change will be to

their advantage, and difficulties will specifily

very elevating one, but it is, after all, one

altogether to overlook. If local opposition

can be overcome by giving some legitimate

galvantage to those who are likely to raise

it, in respect to a matter which in itself is

for the general good, there is no valid

reason against adopting such a course.

This fact has often been overlooked in

cannot afford

disappear. The lesson is not perhaps

which practical men

China in various directions, Let

demands for the introduction of railways proposed to introduce into China. It has i were repeatedly met by a reply of "non been assumed too much that the only thing possumus", especially as the Chinese were to be done was to gain the assent of the unable to realise the advantages both Imperial Authorities, and that mere local economical and political which improved opposition would then be at an end. difficulties have as a matter of fact been | that it is worth while to ascertain how not overcome; and a railway...in China is now only local officials but also the people on the regarded as nothing more noteworthy than spot will be affected, and if possible to get of persons were drowned. Many of the foreign one in Europe or in the United States. them on the right side. The main objection This state of things is looked upon in the to most changes in China is really that present day almost as a matter of course, the Chinese fail to see any benefit to be got though the change which the fact indicates from them. By degrees they have found in China is well worthy of consideration. this out with respect to railways-n great It is certainly an encouraging indication stride for them to have made when the prejudice which existed in old days is remembered; and it may be expected much may be effected by time which can be that opposition, in regard to other accomplished in no other way; experience reforms will be removed in proportion shows that it is of very little use to attempt | as the material benefit from them becomes more generally appreciated.

> Ireland is again suffering by a potato famine, heavy rains having blighted the crops.

The Hongkong, Canton and Macao Steam. boat Co. put the Honon on the Macio rua vosterday.

The Rt. Rev. G. E. Moule, missionary bishes of mid-China, is retiring after fifty years of work in this mission field.

We have received literature dealing with a movement to erect at Vienna a monument to Andreas Hofer, the hero of sing and story. The committee is a very influential one.

It is notified that the Secretary of the Arts and Crafts Exhibition will be in the City Hall on Mondays, Wednesdays and Fridays from 2.39 to 5 p.m. to answer any enquiries in connection with the Exhibition.

A magistrate at Willesden Police Court had two Japanese before him last month, charged with drunkenness. He was very much surprised, " as drunkenness was practically unknown is their own country." That wasone result of reading globitrotter books.

The steamer Lightening on coming into port yesterday from the South reported that a Chinese deck passenger fell overboard on the on shore in Jamaica during the insurrection 15th Sept. and was lost. A life buoy was thrown to the man when he was near the ship's side, but be failed to catch it. The steamer was stopped and a boat lowered into the water and a search was made for over an hour but to no effect,

A message was delivered at the American Consulate at six o'clock p.m. yesterday, from Chinese merchants availed themselves the Manils Observatory, which said : Typhoon off in the Pacific E. N. E. of Manila moving probably to W. N. W. Another Typhoon Warning dated Manila Observatory, 10 o'clock a.m., September 19th, said: Cyclone has crossed Luzon near Parallel 17 direction given.

> According to a Peking disputch the question of abolishing the queue and the change of costume into the Western style has not been touched upon at all during the deliberations of the Royal Commission under the Presidency of Prince Chun. The discussion of this has therefore been adjourned sine die and will not come up until some important crisis occurs in the future.

quantities for San Francisco. The amount formation:shipped by the Osaka, Kitsugawa, and Chuo cement works in Osaka exceeds 400,000 barrels list of membership since the last report. and it is estimated that (800,000 more barrels will be required for the Pacific coast. " The Osaka Cement Company is extending its works with the object of attaining annual output of about 250,000 barrels, and at [present the works are in operation night and day.

A Reuter telegram from Victoria, B.C., dated August 22, says. - "The lifeboat of the steamship Valencia, which was wrecked near Cape Beale, Vancouver Island, on January 22, involving the less of over a hundred lives, the section of the Canton-Kowloon railway has been discovered practically uninjured, together with eight skeletons, in a large cave near the scene of the wreck. The cave is a perfect mantrap, escape from it being impéssible in rough weather. The skeletons were buried beneath tons of rubbish".

> The Earl of Leven and Melville, K.T., died at Glenferness-house, near Forres, on Aug. 21st. He was a representative Scottish peer and Lord High Commissioner of the Church of Scotland from 1898 to 1905. He was well known in the City, being for many years a partner in the Angle-American house of McCullough and Co., and then head of Molville Evans and Co., which, in 1890, became Melville Fickus and Co. He was for many years a director of the Bank of England, as also of the Peninsular and Oriental Steam Navigation

The War Office has decided to supply the pounder quick-firing guas, in place of their present antiquated weapons. The thanks of the community are due, says the N.C. Daily News, to the late Commander of the British troops in South China for the energotic steps he took to obtain this welcome addition to our local defences. The 9-pounder Armstrongs present in use arrived in Shanghai in February, 1886, and even then were obsolete weapons; in fact it has been said that only eight guns of this type were ever made. One Inspecting Officer after another has commented on the antiquity of these guns. In 1897 they were described as worn. Last year Major-General Hatton considered the Artillery were deserving of a better weapon, and this year he again referred to the guns in his Inspection respect to the changes which it has been report.

The N.-C. D. N. correspondent at Foochew TELEGRAMS. writes that the severest typhoon of the season and in fact the most violent that had been experienced for several years, raged over that section of the country during August 28, 29 and 30. The wind was very strong and the rainfall heavy his The Min'river at, the bridge rose higher than at any time during the year. Some of the large stones were washed away and a number of small native bosts broke loose and were dashed to pieces against the bridge and rocks. A number houses suffered considerably. Some of the windows of the American Consulate were blown in Many of the beautiful trees in the Settlement were nearly ruined. At Kuliang, the summer resort, but few of the cottages escaped uninjured. The roofs of many were partially blown off and occupants were obliged to escape and find shelter with their more fortunate neighbours None of the foreigners were killed or injured. Some few had a very narrow escape.

The wrock of the Montagn on Lundy Island formed the subject of a naval court-martial, which lasted for several days. According to the decision announced on August 20th, Captain Adair, commanding officer, and Lieutenant Dathon, the navigator, were found guilty of having negligently and by default hazarded, stranded, and lost the vessel, and were sentenced, the former to be severely reprirainded and dismissed his ship, the latter to be reprimanded, to be dismissed his ship, and to lose two years' seniority as Lieutenant in the Fleet, The Montagu, it appeared, had been manieuvring in a thick fog between Lundy Island and Scilly, testing the wireless telegraphy apparatus, a business which pecessitated frequent stoppages and alterations of speed and course, with the consequence that, in the thick fog which prevailed, accurate reckoning of her whereabouts was lost. At the time she struck she should, by the navigator's calculations, have been no less than nine miles from the Shutter Rock, on which she was wrecked.

Admiral William Everard Alphonso Gordon, C.B., died on Aug. 19th at Eastbourne, aged ×8. He was the son of Mr. Alexander Gordon of Ellon, Aberdeenshire, and entered the Royal Navy on April 29, 1830; and retired as captain in 1868. During his 38 years in the Navy he Haw a considerable amount of service in various -parts of the world. In 1832 he was employed there, and in 1841, as mote of the Cambridge, he was present at the blockade of Alexandria. In 1847 he commanded the boats of the Inflexible during the suppression of the rebellion at Wangacai in New Zealand, and he took part in the destruction of piratical junks at Hongkong in the following year. He also served during the Kaffir war of 1852-53, and in the Crimea he commanded the Sanspareil at the bombardment of Sevastopol, and was variously comployed throughout the seige, receiving the Crimean and Turkish medals, with the Sevastopol clasp, and the Fifth Class Medjidieh, together with the knighthood of the Legion of Honour. Since his retirement Admiral Gordon had resided at Eastbourne.

THE HONGKONG FOOTBALL CLUB.

The twentieth annual report of the committee, for the season ended 31st August, 1906, to be presented to the general meeting of members Cemant continues to be shipped in large on 24th September, includes the following in-

Forty new members have been added to the During the season fourteen Rugby and thirty

Association Matches were played, the results of which are shown in the following statement:-Rugby won 12; lost 2; points for 163; points against 71; Association won 8; lost 4; drawn 6; goals for 13; goals against 19; Association "A" won 6; lest 4; drawn 2; goals for 12; goals against 14. put to the larger test at Canton. His states-

The Six-a-side Challenge Cup, for which six teams competed, was won by Mr. P. K. Knyvett's

In the Association Shield Competition, for which eleven teams entered, the Club drew bye in the first round, in the second round beat the Army Staff by three goals to one, in the semi-final best the Y. M. C. A. by three goals to two, but were beaten in the final by the H.M.S. Diadem by two goals to nil.

tion, for his natural abilities have never been For good play during the season Rugby Caps questioned. It is not without significance that were awarded to Messrs. A. O. Lang, A. R. Hannay, E.E., F. C. Hall, and R. M. Ranking, Chou Fu succeeds him at Canton with the R.A.M.C., and Association Badges to Messrs. G. advantage of baving already had close business relations with foreigners tirst at Chinanfu, as E. Morrell and E. Humphreys. Governor of Shantung, where he won the warm

The twelfth Annual Dinner at the Hongkong Hotel on 21st April, was attended by 30 members. The Treasure, 's accounts show a balance of he was not altogether happy. 8506.14 to the credit of the Club and a deficit of \$65.80 on the working of the Hougkong Football Challenge Shield.

The Club now consists of 322 members.

RUSSO-CHINESE BANK.

The Directors' report for 1905 reached us yesterday. We extract the following:-The total profit for the year, deducting all expenses as well as interest due, and after reserving for doubtful debts, amounts to Rbl. 7,449,216, 11. Out of this sum the Board thinks it advisable to reserve Rbl. 1,500,000.—and to transfer this amount to the Special Fund as a provision for Observatory and Hongkong is interrupted. eventual losses, partly in San Francisco in con-

nection with the last catastrophe. The Board of Directors also propose to pay a dividend of 10 per cent. and to transfer Rbl. 553,058. 54, to the ordinary Reserve Funds Rbl. 1,148,648. 03 to Pension, amortization and other Funds, leaving a surplus of Rbl. 2,035,109. 54 which the Board proposes to apply to the Extraordinary Reserve.

THE TYPHOON.

"DATEY PRESS" EXCLUSIVE SERVICE.

RAHWAY ACCIDENT IN

AMERICA.

London, September 19th.

A train fell through the bridge of

Ninety-five passengers were drown-

RESSIAN MASSACRES

PORTENDING.

A pogrom is preparing in Odessa.

DESTRUCTIVE FIRE IN

FRANCE.

LONDON, September 19th.

London, September 19th.

A destructive fire covering 40,000

Var is a maritime department in S.E.

France largely interested in the silk industry

REUTER'S SERVICE.

THE CUBAN INSURRECTION.

indefinite suspension of hostilities, with the

object of making beace before the arrival

of Mr. Taft, or the intervention of the

SENSATIONAL ARREST OF

COINERS.

feit coiners. The correspondence which has

been seized shows that the gang had

confederates in Germany, Great-Britain and

made to operate in Chicago and Argenthie.

It is believed that well-known families

N.-C. Darly News Service.

FROM LEGATION TO EMBASSY.

It is reported that the Russian Government

THE OPENING OF MANCHURIA.

The papers continue to complain of the

slowness with which things are moving in

North Manchuria in contradistinction to the

promptitude shown by the Japanese in the

VICEROY SHUM AND HIS

 ${f SUCCESSOR}$.

We extract the following from some

The fatal lack of such personal endowment

broad mind, moral strength, and knowledge of

foreigners) has made disastrous the adminis-

tration, begun three years ago with such high

hopes, of Viceroy Tsen at Canton. In the far

west Viceroy Tsen earned a reputation for

firmness of rule which failed of fulfilment when

manship has been found to consist of a blind

opposition to foreign influences; his courage

and energy, which were expected to make short

work of the troublesome rebellion in the South-

west, resolved themselves into spasmodic ruth.

lessness not free from a crude barbarity, and his

want of business acumen has been revealed in the

mismanagement of the affa ra of the Cauton-Han-

kow Railway. In Yumnan and Kuichon to which

he has been relegated Vicercy Tsen will find

himself amid more congenial surroundings and,

it may be, will recover some of his lost reputa-

his sons are being educated abroad. Viceroy

comments in the N.-C. Daily News :-

Tokyo, September 14th.

Tokyo, September 14th.

London, September 17th.

LONDON, September 17th.

which will presumably be disturbed.] .

acres has occurred in the Departs

ment of Var. in France.

United States.

are implicated.

Ambasador in Tokyo.

he Cimarron River at Oklohoma.

MANY EUROPEANS LOST BISHOP HOARE DROWNED.

UNPARALLELED DAMAGE.

Even more calamitous than was at first antici pated was the typhoon of Tuesday, which will stand out in the memory of those who witnessed the wholesale destruction of shipping and saw scores of helpless people drown before their eyes, as one of the experiences of a lifetime. Cyclones of perhaps greater force have struck the Colony but none within recent years, at any rate, has been attended with such devastation or left such desolation in its wake. The full effect, with its awful import of death to hundreds and its extraordinary destruction, cannot yet be realised, nor indeed can some approximate idea be presented for some time to come. All we know is that the loss of life is appalling, and though officials hesitate to estimate there can be little doubt that over a thousand people have perished on that fateful day. But what distinguishes this visitation from its predecessors is the large number of Europeans it has claimed as victims. Bishop Houre, who was on missionary work in the New Territory, and whose craft has been washed ashore in Castle Peak Bay bottom upwards, is believed to be among the number. Mr. and Mrs. W. F. Donaldson and their two children, who had been using the Kongnam as a househost for some months, have also apparently been drowned, the vessel having been washed ashore, bottom up with no trace of any or the family, but the family of Mr. Ramsay on the houseboat Marion have not been in such danger as was feared. In addition to this. civilian element the members of the maritime population have been considerably decreased, the officers of vessels mentioned yesterday having been lost. Very significant is the statement After consultation with the insurgent that orders have been issued to prepare 200 graves in the Mount Caroline cometery. leaders, the Government has announced an

SHIPPING AT A STANDSTILL. Yesterday the typhoca was the one subject of conversation, and the deepest sympathy was expressed for those who were mourning the loss of friends. Business was resumed, but there were few firms that did not find theraselves handicapped by the losses. sustained. Shipping is practically at a standstill as the work of loading or discharging cannot be carried on for lack of lighters. A sensation has been caused in Paris by This-form of craft suffered severely, and those the agreet of fifty five of a gang of counter- in a position to judge have estimated that about 80 per cent of the lighters have disappeared.

CITY RECOVERS.

The tramway services, both upper and lower levels, were resumed and with the restoration Spain, and that preparations had been of the means of communication and an attempt to repair the damage to the electric system the condition of the city began to approximate to the normal. The streets were cleared. The fallen trees were removed from the places where they had fallen and by evening few obstructions remained in any thoroughfare. In the same way the debris on the several whereas was cleared away and gaw-a day or two a start will be made to repair the damage will promote M. Bakhmatieff to the rank of done

The homeless and destitute people have not been neglected and both Europeans and natives have done much privately to alleviate their present miseries. Doubtless some organised effort will shortly be made to assist them in their dire need.

DEATH AND DESTRUCTION. The scenes of destruction witnessed on the

Praya East were by no means exaggerated in our issue of yesterday. Between 8.30 and 11.30 a.m., Inspector Gourlay, with an active band of willing workers effected a very large number of rescues: Among those who assisted were Mr. Rogers and his staff, Mr. Andrews and his staff. Mr. Forbes, Mr. Wheal, Mr. Hogarth, Mr. Course of the Electric Tramway Company, Inspector Fincher, Inspector Dawson and his Chinese gang, Mr. Polleck, A.O.D., and Mr. Pearco of the Seamen's Institute, and, as already stated, the people were taken off the junks and sampans that were dashed to pieces. against the Praya. Mr. Dawson heroically leaped into the water to rescue a woman struggling with two children, but before he could reach them a huge wave threw him back on to the Praya, and the mother, and children disappeared. Many of them were brought to shore in a bruised and mangled condition, and at Wanchai Police Station Inspector Gourlay and several others rendered first aid to the injured. Ten were sent to hospital with fractured limbs, etc.; several refused to go, and a number of others were treated by Dr. Tso at the Chinese branch. Up to yesterday over ten bodies had been recovered, and it is estimated that between Arsenal Street and Jardine's Point about two hundred junks and sampans were destroyed, and that the loss of life at that particular stretch would be about sixty, a number which would of course be very considerably increased when the whole eastward stretch is taken into consideration. The damage here is estimated at \$120,000.

The Sanitary Department matshed at Wanchai has been considerably damaged, a fate which has also overtaken the matshed erections on the

. MB. GRAY SCOTT COMPLIMENTED. The Tramway Company were responsible for a smart piece of work. About two c'clock on Tuesday afternoon they common ced to clear the roads, and by 9.20 p.m. had all the cars in the shed. At six o'clock next morning the complete service was resumed. The Company engaged their own coolies, and in this way were able to restart the service in such a remarkably short time. The nature of the work will be apparent when it is remembered that in places the road was piled five feet high with wreckage. The front of Godowns 94 and 95 Prays East

fell out, as did also the house in Tang Yuen Lane, while the house at 21 Yee Wo Street collapsed. Fortunately there were no lives lost

WEATHER REPORT.

sympathies of the Germans, and at Nanking,

where, under the disability already referred to,

The Hongkong Observatory yesterday-issued the following report: On the 18 h at 12.10 p.m.—Signal lowered. On the 19th at 1.00 p.m.—The barometer has

risen over Japan, and in Hongkong, and fallen over Formosa and Luzon. A typhoon has crossed Luzon and entered [Happy Valley. the China Sea. It appears to be situated at present to the N.W. of the island, and to be moving towards W.N.W. An area of high pressure lies over N. China

Over the N. part of the China Sea, freshening N. and N.E. winds are indicated. Telegraphic communication between Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.18 inches.

and the Sea of Japan.

The forecast for the 24 hours ending at noon to-day is as follows :--N.E. winds, Hongkong & Neighbourhood moderate, fair. N.E. winds,

Formosa Channel ... South coast of China between (N.E. Hongkong and Lamocks I fresh.

many natives who attempted to profit by the misfortunes of others and as many as 23 Chinamen were brought before the magistrate and convicted of looting, a fine of \$25 being imposed in each case.

The roof of the palatial building of the Hongkong and Shanghai Bank was damaged, and the Roman Cathedral suffered in a like munner.

ANOTHER TALE OF DIFASTER. Westwards was heard the same story, that nothing like a complete record of the effects of that terrible visitation could ever be compiled. On every hand there were the same evidences of a heavy death roll and extensive destruction of property, a sad story but fortunately relieved with tales of heroism and self sacrifice, No fewer than 86 junks were reported lost, and that only about 20 people perished shows how effective was the assistance rendered from the shore. Over 100 men, women and children were taken off junks and sampans, the Europeans and nutives proving themselves very skilful in throwing lines to the drowning mariners. In fact many of them were lassoed.

Three trams were wrecked, one being blown into a bouse.

Two godowns in Kennedytown went down like houses of cards, wherves were destroyed, and the flooding of the godowns caused great damages to the goods stored therein, especially the Sugar. Lamps were blown down and in some instances the force of the wind carried them into the air and deposited them some distance away. The search light houses were also destroyed, one huge steel structure being lifted " Scandia" here to and a lifeboat with the chief right off its brick foundations and carried into Collinson Street. The Berlin Foundling had been taken on board by said that he was open the large front doors and swept through | later another wrecked lunk with several people the chapel, breaking windows and furniture. on board was discovered. On approaching and deposited near the cattle wharf and at the nearly naked and very much bruised. They Hospital Road and Chater Street were blocked with fallen trees.

ROW LOON.

After the calm there was ample opportunity to study the havee wrought by the storm. Of this we gave a fairly comprehensive account in our previous issue. Yesterday was devoted to the work of clearing the wreckage and attempting to recover the bodies of the drowned and those who were killed by being crushed between the broken timbers. In this work the military were engaged, about 200 of the West Kents taking up various duties on the Kowloon side. The police basin was almost cleared yesterday. Over 20 bodies were found floating towards

the shore and were recovered. The Godown Company's premises were being cleared yesterday and though the loss sustained by the company is enormous it is comforting to learn that the piles and standards of most of the wharves remain, so that they should be

repaired in a comparatively short time. The Dock Company; with the exception of the loss of the launches already indicated, has escaped remarkably well and is doubtless in good position to undertake the vast amount of work which should now come to it. .

The V.R.C. property has been entirely destroyed, the loss amounting to \$10,000, while the Boat Club has had a similar experience and suffered damage to the extent of \$5,000.

All the military matsheds in Kowloon have been razed and the loss to the War Department is estimated at \$80.000.

Blackbead's godowas were badly damaged. walls being blown in.

The railway matsheds were destroyed and the coolies are without shelter. The Europeans

quarters were badly demaged. The soldiers encomped on Kowloon hills had their tents blown away and were in dire straits

for a time. At Shatin the Police Station has been demolished, while the beach has been covered with the remnants of broken junks and sampans and

even steam launches. The Water Police had an ardnons day on Tuesday. They saved about 120 people by means of throwing lines' and rendered first aid to the injured. Yesterday they had the melancholy duty of clearing the wreckage and picking up the corpses. Among the number were the bodies of two Europeans which were disfigured

beyond recognition. Fully 100 junks were reported missing and

reports are still coming in. There was a good deal of looting by natives on Tuesday night, 36 cases from Kowloon coming before the magistrates yesterday.

The beach at Mongkok is strewn for miles with silks and valuable cargoes, to guard which a special patrol of police has been set. Many pieces of valuable blackwood furniture were picked up on the shore. Bodies are being washed ashore in a horrible condition, headless and disembowelled.

The wreckage in the harbour is dangerous to navigation. All kinds of cargo is floating on the surface, and the pervading odeur of ke resence indicated the fate of several junks.

Here were witnessed similar scenes of desola tion, the beach strewn with wreckage, and beats of all kinds lifted bodily on to the Praya. pleasant weather. Although there are 228 native craft smashed, together with two launches, the loss of life from drowning was not so great here as elsewhere. This was largely due to the efforts of the police who dragged the people from their sampans when the danger became imminent. The terror stricken men und women were determined to stick to their boats as long as the planks would hold together. This was folly in the face of such a gale and while it was not a was absolutely necessary if any regard was to be | be raised.

I paid to the safety of the population. Yet in spite Like other parts of the city, there were of this 33 persons were reported drowned.

bodies have been recovered.

The streets were flooded and considerable assistance had to be rendered to the sufferers.

Communication has not yet been established with Tuipo and information is anxiously

THE "PERSEVERANCE'S" EXPERIENCES, The "Perseverance" left here for Macao at 7 o'clock on Tuesday morning, there being no anticipation of the terrible experiences that were to follow. About 10 o'clock stress of weather induced the captain to put in at Chang Chow where the 12 passengers were put ashere. Then he resumed the journey to Macao but he had not preceded very for before he saw the necessity of putting about and returning to Chung Chow. Here the vessel came too close and was soon smashed up, all the erew of 20, with the exception of the engineer. being drowned. The latter equipped himself with a lifebuoy and was landed at Pokfulam at

11 e'clock. THE "SCANDIA'S" EXPERIENCES.

This ressel of the Hamburg-Amerika Liniebrought to Hongkong 12 Chinese who had been rescued at various points on the journey from Shanghai. Captain Von Dohren reports having the open, was drowned. to heave to once or twice when the force of the harricane was experienced. On Tuesday afternoon two wrecked junks were discovered near Pedro Blanco. A man was seen clinging to one making signals for assistance. The officer and four men went to his resene. 'After he | House in Bonham Road was greatly damaged the only survivor out of a crew of 26. Wrockage and the roof of the German Church adjoining was constantly passed and nine capsized has been partly stripped. A strong gust forced junks were noted. About an hour and a half shore. The crane for the reclamation work was sending off a boat to it, five men were taken off, junction of Cadogan Street and the Praya part | reported that 12 of their companions had been of the wall disappeared. Pokfulam Road, drewned. A little later signals attracted their attention to another junk, from which six men were rescued, all being brought to Hougkong.

HISHOP HOARE REPORTED DROWNED. Grave puriety was felt yesterday morning repairing them will be trifling. for the safety of the Bishop of Victoria (I)r. J. C. Hoare) who left Hongkong on Thursday last in his houseboat the Pioneer on a preaching tour embracing the villages along the coast in the direction of Castle Peak and Capsaimun. He was accomponied by four of his Chinese students. It was the Bishop's custom on these tours to live on his houseboat, and though up till yesterday afternoon it was hoped that the Bishop might have been ashore when the typhoon arose, it has now been definitely learnt from one of the crow of the Piencer who has been brought to Hongkong that the Bishop was in fact on his houseboat when disaster overtook her, and when last soon by the man referred to the Bishop was | a considerable time in the water. in the water. Bishop Hoars was known to be a strong swimmer. Hope was entertained that he had reached land and was unable | hand it was considered possible that the Bishop | them destroyed. might have lost his life in an endeavour to save the lives of some of those who were with him. Mrs. Hoare, accompanied by the Rev. Mr. Bunbary, yesterday went out in the launch Victoria, kindly placed at their disposal by the Harbour Master, to search for the Bishop and his companions but returned without success.

From later information to hand it appears from the hult. Two of the crew clung to the for mer, while some of the others, including the heavy seas soon separated the pieces of the frail craft, and the hull is said to have sunk. Then a mast, and it is stated that this most was afterwards found by a fisherman with the lifeless body of the prelate attached. The cabin of the vessel was washed ashore on the mainland and the two sailors who clung to it got ashore, and to Laichikok, and thence to Hongkong in a hunch. Last evening the Government launch | department. " Victoria, "in charge of Mr. M. McIver returned to port, having found the remains of the " Pioneer," at Pirate Bay. The dead body of a Chinese student was found, but we are sorry to relate the search for the Bishop was without

A MISSING FAMILY. It is feared that Mr. and Mrs. W. F. Donaldson and family, well known locally, have foundered in the river boat Kongnam. The vessel was lying in Yaumati Bay, and the family were on board when the storm burst. According to accounts of re senid native sommen, when the ressel went down Europeans were seen on board. Another story is that when the boat was breaking up the family pushed off done. in a sampan, which was capsized, and all hands had been living on the boat for about three months, and intended returning to live on shore at the end of last month, but were probably induced to remain longer on the water on account of

CAPTAIN MEADE STILL MISSING. There were not, as previously reported, any passengers on the s.s. Kwong Chow when she foundered. When the vessel arrived from Canton on the previous evening they all landed, and only the crew were on board when she was struck by the typhoon. Captain Meade and Mr. Morgan, the third engineer, are still missing, and it is feared they have been drowned. The crew were saved. It is believed that the vessel went down through the cargo pleasant task the duty performed by the police | Hold doors being burst open. She can, however,

THE "POONA'S" GOOD WORK.

The P. and O. Company have been fortunate Over 30 houses collapsed in Yaumati and in escaping lightly from the ravages of the about 200 people were entombed. Only three gale. Two of their lighters have been sunk and another three damaged. The Poona escaped with slightly dented bulwarks, caused by the Petrarch swinging round by the stern. Her captain and crow are to be complimented | the storm abated and anchored at the back of on their exertions to rescue the distressed. Stonccutters Island. One of her propellers Through their energy the Chief Officer of the was damaged, and the extent of her other s.s. Hongkong, Mr. F. Davis, and ten of the injuries is unknown. She will, however, go crew of that disabled vessel were saved, into dry dock on Saturday. The steam Before they could rescue the captain and launch "Brema" went ashere at Blackhead's chief engineer, however, they sank from exhaustion. The crew, who were all more or less morning. She was slightly damaged by a in a state of collapse when pulled aboard the Poona, were taken into the saloon where the was damaged by the German steamer "Johanne," ship's doctor restored them:

MESSAGERIES MARITIMES CRAFT. The Messageries Maritimes Company or anxious concerning the fate of their steamer Oceanien which left for Shanghai just before the typhoon. The s.s. Polynesica, which was run into by the Fatshan, was not seriously damaged, and left on her outward veyage yesterday afternoon. The Canton river steamer, Charles Hardouin, was considerably to submit to repairs. The China Sugar damaged above the waterline; otherwise she Company lost their steam launch "Eva." is believed to be sound. Her Chinese purser, who attempted to jump on to the Cheong", "Apenrada", "Kwongehow", "Albawharf as the vessel was making for tress", "Perseverance", "Kongnam", "Signal",

FOUR POLICE BOATS DESTROYED. While engaged in the work of resene, two water police launches and two pinnaces were wrecked. In each case the crows were saved. The No. 2 launch went down at Castle Peak but Inspector Kerr and his crew were rescued by a customs craiser and brought to Hongkong. Near the Police pier at Yaumati the steam launch Kwong Was went under, but eight out of nine of her crew succeeded in reaching the

HARBOUR DEPARTMENT DAMAGE. Practically every ship in the harbour during the storm was more or less damaged. Harbour Department property, however, escaped with trifling injury. Perhaps the most serious tioned are the "Kinshan" and the "Fat Shan. thing that happened was the new fairway buoys turning turtle, and the only way this can be accounted for is that the buoys must have been collided with. The launches Lily and Hilder were also slightly damaged, but the cost of

RESCUING SURVIVORS. The Customs cruiser Kwantin rescued 19 people near Castle Peak on Tuesday, and brought another 53 into port yesterday. THE STORM AT CANTON,

At about one p.m. on Tuesday the typhoon | t. struck Canton, and considerable damage is said to be done to the native craft. The river steamers, however, came through the ordeal unscathed.

The European picked up by the Sado-Maru was Mr. W. S. Parsons, a Hongkong pilot, who had gone outside in a sampan to bring in the Norwegian steamer Wick. The sampan was overturned, and Capt. Parsons was picked up, during the summer months by numerous slightly injured, at 4 o'clock. He had been

A DANGER TO SHIPPING. The number of water-logged and derelict inuks about the entrances to the harbour and to send word to the Colony owing to the far out at sea are a great menace to shipping, interruption of communications. On the other | and the Harbour Master is taking steps to have

AT THE PEAK. The damage done at the Peak is remarkably small. Telephone wires are down, window glass was broken in many of the houses, temporary structures here and there blown down the hill side and a few houses. Mount Kellet way, partially unroofed, but we have not been able to learn of any substantial damage. that when the Pioneer capsized the cabin parted | Perhaps the building which suffered most on the Peak was Mount Austin Barracks. With each terrific gust a portion of the roof was Bishop, were left clinging to the hull. The | bodily lifted, but it fell in position as regularly as each gust spent itself. There is plenty of work for the glaziers at the barracks and some the Bishop is believed to have lashed himself to for the masons as a large piece of brick wall was

Lower down the hill, broken trees and appropted bamboos are abundantly in evidence. In the Public Gardens terrible havoc has been wrought among the trees, shrubs and flowering plants, after recovering their strength made their way but the glass houses fortunately stood the strain and no damage was done in the zoological

> THE " HAITAN" The Douglas steamer "Haitau" (Captain J. S. Roach) was expected to arrive on The sday morning, but she had not entered the harbour by last evening. It is thought probable that on encountering the typhoen she put about and has perhaps gone far out of her course.

FROM THE SHIPPING OFFICES. Messrs. Butterfield and Swire lost seven blue funneled lighters, a launch, and one of their West River steamers, the "Tak King," which was smashed near the Cosmopolitan Dock. The "Changsha" is ashore at | unghom Bay and will have to be docked for repairs. At Quarry Bay comparatively little damage was

Messes. Punchard and Lowther report little went under. The body of one of the children pass. One or two junks have disappeared but

though ashore, is not much damaged. dragged her moorings and ran into the smashing glass and woodwork, and eventually boats, picked up 22 people.

The Kowloon Wharf Company has suffered dreadfully. Out of a fleet of 60 lighters only four could be discovered yesterday morning.

Messrs, Melchers & Co., who act for the Norddeutscher Lloyd, experienced no great losse The Prinz Waldemar," an Australian liner, went ashore at Yaumati, but got off after Point, but it is hoped to get her off this junk. The " Devawongse," a consting steamer, which vessel was also responsible for some injuries to the "Chow Tai."

Messes, Jardine, Matheson and Co. report that the "Fook Sang" dragged her moorings near the French mail and damaged her propeller. The "Chip Shing," which was also damaged, is going into dock, while the "Kat sang," which had a small hole knocked in her storn by the "Charles Hardouin," will also have The list of ships sunk includes the "San and " Frondo".

THE "ALBATROSS ? MISSING. The steam er" Albatross" which runs between this port and Sha U-chung is reported to have gone under near the Nine Pins in Futamin Pass on Tuesday. One hundred and fifty passengers are stated to have been on board and, with the exception of six, all are believed to have perished. Two of the crew, who were rescued by a fishing jank from some wreckage were taken to the Shaukiwan Police Station where they stated that all hands had perished No news had been heard regarding the fate of the master, Captain Patrick, or the Chief Hagineer, Mr. Wallace, last night.

Among those ashere not previously men EXPERIENCE OF THE " PETRARCH.

When they realised the full extent of the typhoon which had practically caught them napping, the crew of the "Petrarch" were promptly at their posts, and the first thing they knew was that the German steamer "Emma Luykon" had run athwart their bows, and was bumping heavily against them. took the seamen about half an hour to separate their respective vessels, and then; in spite of all that could be done to prevent the stern of the " Petrarch " into the hows of the "Monteagle," which the vessel drifted ashore. There were no lives lost, but the "Petrarch" is leaking badly and her decks are badly damaged.

SECTON DEMOLISHED. "Secton" the pleasure resort on the mainland beyond Laichikok, which has been visited residents of the Colony, has been completely demolished. All the buildings, the pier and the houseboats have been smashed to matchwood, the farm and orchard is a complete wreck and thousands of dollars have been lost by the enterprising management.

A SANITARY INSTITUTION FOUNDERS. Among the first of the many boats which foundered were the thiry-two junks of the scavenging contractor used for conveying refuse from the city. Until other vessels can be procured a new depot will have to be six more men were saved from another junk. provided on the outskirts and the rubbish burnt. The Sanitary Staff is kept busy in cleaning up the streets, and 200 extra coolies have been engaged to expedite matters.

"WINGCHAI" A TOTAL WRECK. Enquiries at the office of the Sam Wang Co elicited the information that the Wingehai was a total wreek, and that out of the 200 passengers some 20 or 30 were drowned. When the vessel took the rocks in front of the lime kilns Samshuipo a panie occurred aboard and the officers were powerless in their efforts to maintain order. The heavy fog which prevailed, coupled with the blinding rain falling and the heavy sea ranning made the confusion worse, and as soon as they saw the rock alongside the vessel many passengers leapt on to it, only to slip or be carried seaward by the rush of direction. waters. The Chief Officer, Mr. Brown, whose gallantry was publicly recognised on previous occasion, again did good work in rescaing the drowning, and it was through his efforts, coupled with those of the Chinese boatswain and carpenter, that the death roll was not considerably larger. In the face of terrible danger these three succeeded in plucking many an exhausted man from a watery grave, and had they been able to stay the panic which prevailed the chances are that there would have been very few casualties. The Wingchoi's strn is under water, also the engines, while the rocks have left gaping wounds in her hall, and her engine pipes have been twisted beyond repair, or snapped

THE FATE OF THE "HEUNGSHAN". The Hongkong and Macao Steamboat Co.'s steamer Heungshan is on the rocks at Sawchan, is reported to have been recovered. The most of the plant is intact. The European staff. From one of the passengers, Mr. Jose da Silva, worked very hard rescuing their sampan we learn that for an hour after leaving Macao on Tuesday morning there were no indications Kirberg and Co. The "S.P. Hitchcock," a strong gale sprang up very suddenly, and the copies that the full account of the typhoon, deceased the injuries which caused his death. sea ran high. The ship rolled in a manner which | including all later particulars will be republished | Among the witnesses for the Crown was one, Messrs. Dodwell and Company were very was terrifying to the passengers, upwards of in the Hongkong Weekly Press which will be Mr. Lysaught, but owing to illness his evidence fortunate. All the boats of the Water Boat | 500 being on board. Captain Morrison tried Company are safe and none of the firm's to keep the ship's head to the wind, but his launches have been damaged. The "Strathmore," efforts were unavailing. Waves in quick early as possible. which recently had a mishap with the "Sexta," succession swept the deck from stem to stern, "Quinta." The "Powhattan," lying off West the engine room was flooded and the fires Point, took 13 people off a drifting lighter that extinguished. The ship was then absolutely came alongside. The "Woolwich" has been at the mercy of the waves which were running docked, while the "Pleiades rode through the amazingly high. It was about one o'clock private practice; and that Mr. H. J. returned a verdict of not guilty and the storm safely. The "Tai Ye," one of the water when she was tossed on the rocks at Sawchan. The Captain then caused all on board to be General.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KOUAK (£3-12-6d.) \$38.00 (£5-15-0d.) \$60.00 " 4 CARTRIDGE

LONG. HING & CO..

No. 17, QUEEN'S ROAD.

THE TOAST OF THE EVENING OB AT ANY OTHER TIME SHOULD BE DRUNK ONLY IN

CHANDON'S MOET "DRY IMPERIAL."

PER CASE 12 BOTTLES - - -

As Supplied to Royal Households, Embassies, Leading Clubs, and Hotels throughout the World.

SOLE AGENTS

H. PRICE & CO..

TRLEPHONE No. 135.

WINE MERCHANTS, 12, QUEEN'S ROAD CENTRAL

informed of the danger and had life belts distributed. Besides the 500 Chinese passengers there were about ten saloon passengers, including ladies and children, and the weeping and wailing of the terrified passengers was heartreading. Some lives were lost, and the bodies of two Chinese women were recovered but it is feared that these do not represent the total loss. The Canton steamer Hoisang took off the passengers and brought them on to Hongkong, arriving here yesterday morning about half-past tou. Captain Morrison and his crew remained on board the Heungshan, which is stated to be considerably damaged, but hopes are entertained of saving her if fine weather continues. The passengers speak in terms of the highest praise of the behaviour of Captain Morrison, his chief officer, Mr. Granger, and also, of the purser, Mr. E.a.

While in the presence of great danger some of the steerage passengers, who were allowed on the upper deck, began to loot and several passengers, as well as some of the officers, we are informed, were relieved of some of their

STEAMER REPORTS.

The H. A. L. steamer Seandia (Capt. von Dokren) from Shanghai reports that at 12.30 p.m. on the 17th inst, when 48 miles from Hongkong a man was observed clinging to the wreckage of a junk. A ship's boat was launched in a very dangerous, sea. The Chief Officer, Mr. Hanson, was in command, and had with him the third officer, the boatswain and two sailors. After a severe struggle to get alongside the wreckage, and at the same time to prevent the boat being knocked to pieces against it, the man, who could not swim, was rescued. He proved to be one of 26. The other 25 had been drowned. At 3 p.w. on the 18th the Scandia was the means of saving five more men from wreckage of a junk which had lost ten men. Again at 5 p.m.

The Japanese str. Sado Maru reports: Encountered typhoon on the early morning of the 18th, and ship lost one jolly boat by mountainous sen. During the day following 64 Chinese and 1 European ship-wrecked people were picked up and rescued from floating wreckage and junks, The British str. Kucichow reports: Fine clear weather, N.E. winds and smooth sea to Swatow. On the morning of the 18th, from 1 n.m. to 6 s.m., experienced furious Ayphoon to E.S.E. of Pedro Blanco. At 3,45 a.m. centre (of typhoon passed nearly over ship. Sustained) no damage. Lowest barometer reading 3.50 a.m., 29.15. From 4 to 5 p.m. stopped three times to rescue fisherman and families in vicin-

literally strewn with wreckage in every The British str. Kwongsang reports: From Shanghai moderate S.E. and E.S.E. winds and easterly swell and fine weather to Swatow. to fresh easterly winds and southerly swell. and a quantity of wreckage.

ity of Ninepins. Rescued 26 persons. Sea

ANOTHER TYPHOON SIGNALLED. Another typhoon was signalled yesterday, the cone being hoisted in the morning. THE VOLUNTEER CONCERT.

The Volunteer Concert, announced for to instructed by Mr. R. A. Harding, appeared for night, was postponed in view of the calamity, the prisoners. but another in aid of the Chinese sufferers will he given at an early date.

THE "DAILY PRESS" REPORTS. Daily I'ress was printed yesterday, the whole injuries as to lead to his death. The facts of of the copies were disposed of before three the case were short and simple and the jury had o'clock. We desire to mention for the infor- to consider whether they believed the men in mation of those who were unable to obtain the dock were two of those who inflicted upon ready in time for the English Mail on Saturday, would have to be read. He would say that he Orders for extra copies should be sent in as saw the two prisoners taking part with twelve

RUMOURED LEGAL CHANGES.

It is on dit that Sir Henry Berkeley talks of resigning the Attorney-Generalship, to take up jury retired. On returning into Court they Gompertz will be appointed Acting Attorney- prisoners were discharged.

Had to Be Washed and Dressed and Even Fed Like a Baby - Suffered Untold Agony - Afraid to Be Left Alone - Had Despaired of Getting Better-In Awful State,

CURED IN ONE MONTH BY CUTICURA REMEDIES

"I think it nothing but right that I should let you know what Cuticura has done for me. I had eczema for three years and I was under dector's treatment the whole of the time, also the Infirmary, and I could not get cured. It would get better for a day or two, but would betak out again worse than ever. At times it was so had I had to be washed and dressed and even fed like a baby. It was only my hands and arms that were affected, but I suffered untold agony, and I got so low I was afraid to be left alone, and I had quite despuired of getting better, but at last I tried Cuticura. used three boxes of Cuticum Cintment. and three bottles of Cuticura Pills, and in a month I was cured. That was twelve months ago and I have seen no signs of it returning. I always keep a bottle of Cuticura Pilis in the house. They do me more good than anything else, and I never use any other than Cuticura Soap. I think that no matter how bad any one was, if they gave the Cuticura Remedies a fair trial, they would cure them, for I was in an awful state. Mrs. Conley. 9 Gawen St., off Jock Lane, Holbeck, Leeds, England, Jan. 23, 1906."

CUTICURA PILLS

(ChocolateCoated, in vial, 60 Pills) Are alterative, antiseptie, tobie, digestive and aperient, and beyond question the purest, sweetest, most successful and economical of blood and skin purifiers, humour cures, and tonic digestives, entirely superseding old-fushioned; museous, and expensive liquid medicines. Especially valuable for women. Complete External and Internal Treatment for Exery

thes the skin, and Cutlenes Phin (Chocoiste Coated, wish of 20) to parify the blood. A Single Set offenciare, Sold throughout the world Depots Australia, it, fowns & Ca., Sydney, Landon, Newberr, 27 Charterhouse Sch., Paris, Roberts, & Rue de la Pair. Potter Dang & Chem. Corp., Sole Props. Mall About the Skin.

SUPREME COURT.

Wednesday, September 19th.

IN CRIMINAL JURISDICTION. BEFORE SIR FRANCIS PIGGOTT (" HIE: Justice).

ALLEGED MANSLAUGHTER. Ip Ma-ti and Yung Ku-on were indicted on High be ometer. Off Swatow had one heavy the charge of feloniously killing and slaying squall, carrying away No. 1 awning. Moderate one, Lam Shan, at Tokwawan on August 12th. Prisoners pleaded not guilty and the follow-Cloudy sky and fine to port. Off Ninepins and ing were empanalled as jurore:-F. Smyth Tamtoo Head passed several junks bottom up | (foreman), J. Clellan, C. M. Williams, A. J. Kow, H. M. Tiefendacher, P. M. Nemazee and

> W. Ferry. Sir H. S. Berkeley, Attorney-General, instructed by Mr. G. E. Morrell (of the Crown Solicator's office), prosecuted, and Dr. Hokai,

The Attorney-General stated that the prisoners were charged with being two of several others who assaulted and beat the Notwithstanding that a second edition of the deceased, with the result that they caused such others in beating the man who died. They alleged that deceased had stolen property belonging to one of their number.

After hearing' Counsel for the defence and listening to His Lordship's summing up, the

The Sessions will be resumed on Friday.

NOTICE. Communications respecting Advertisements, Bubscriptions, Printing, Binding, &c., should be addressed DAILY PRESH only, and special business realters

Orders for extra copies of DAILT PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

countermanded. NEW ADVERTISEMENTS WANTED.

TMMEDIATELY, & First Class Golown.

JEBSEN & Co. Hongkong, 20th September, 1906, 1752 THE EASTERN EXTENSION, AUS-TRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

EDEPERATING to the Notice of 21st June last, Senders of Telegrams are hereby advised that from the 1st. October next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EFGHT CENTS to equal ONE FRANC

A. B. SKOTTOWE, Superintendent.

Hongkong, 20th September, 1906; [1753] THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

DEFERRING to the Notice of 20th December, 1902, and subsequent Notices. Senders of Telegrams are hereby advised that, from 1st October next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.38, at which rate the charge for all Telegrams will be collected from the said date. OLAF NIELSEN.

Superintendent. Hongkong, 20th September, 1906. [1754

NOTICE.

VETHE SALE of SUNDRY NAVAL, VICTUAL. LING, ORSOLETE AND CONDEMNED STORES will take place TO-DAY and TO-MORROW (THURSDAY and FRIDAY), the 20th and 21st September, 1906, commencing each day at 10 A.M. sharp, instead of an previously advertised.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 20th September, 1906. 11755 PUBLIC AUCTION.

THE Undersigned has received instructions. to Sell by Public Anction, On WEDNESDAY. the 26th September, 1996, at 11 A.M., of his SARES ROOMS, Duddell Street,

THE WHOLE OF THE STOCK- in TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs. GREGOR & Co. (Wine and Spirit-

Morehants). The Stock Comprising :--225 CASES CLARET, 50 CASES CHAM-PAGNE, 50 CASES WHITE WINES, 55 CASES ASSORTED LIQUEURS, 55 CASES SHERRY, 45 CASES BRANDY. 40 CASES HOCK, 50 CASES BURGUNDY, 25 CASES GIN, 36 CASES SAUTERNE, 25 CASES WHISKEY, 45 CASES BEER, 27 CASES VERMOUTH, 18 CASES RUM,

For further Particulars, apply to the DART eta. etc. etc. andersigned. TERMS -- As Customery.

GEO. P. LAMMERT, Auctioneer. Hongkong, 20th September, 1906. [1756] DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY & FOOCHOW. FILE Company's Steamship

"HAIMUN." Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 20th inst. at Noon, instead of as praviously advertised. For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 19th September, 1906. DAMPESCHIFFS-RHEDEREI"UNION"

ACTIEN-GESELLSCHAFT. NOTICE TO CONSIGNEES

FROM NEW YORK. THE Steamship

"VFRONA." having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra bazardous Godowns of the Hongkong and Kowloon What and Godown Company, Ld., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, where they will be examined on MONDAY, the 24th September, at 9.30 A.M. All Claims must reach as before the 30th September, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th September will be subject to rent.

CARLOWITZ & Co., Hongkong, 17th September, 1906. [1749] NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

FITHE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 21st September, will be, landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IM. MEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be lauded and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & Co., LTD.,

Hongkong, 19th September, 1906. [1750

ACCOUNT THE TYPHOON

will appear in the TATEFKLY THONGKUNG DRESS

INTIMATIONS

Ready Early SATURDAY Merning in time for the English Mail.

Order early Price 30 cents each.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 26th instant, at 5.30 P.M. By Order of the Committee.

A. R. LOWE. Secretary and Treasurer. Hongkong, 19th September, 1906. 1745

> HONGKONG CLUB. NOTICE.

FITHE TENTH HALF-YEARLY DRAW-ING of BIXTY-FIVE DEBENTURES of the HONGKONG CLUB, Payable on SATUR-DAY, the 29th September, 1906, will be held at the Hongkong Club House, at Il o'clock A.M., TO-DAY, the 20th September, 1996. Bearers of Debentures are invited to attend

the Drawing. A. O'D. GOURDIN. Acting Secretary. Hongkong, 13th September, 1906.

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

Pavilion, Happy Valley, TO-MORROW to offer in connection with the matters aforesaid of the Club will be held at the Club (FRIDAY), 21st September, 1906, at 5.45 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee. L E BRETT,

Hon. Secretary. Hongkong, 18th September, 1906. [1739

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TTHE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 29th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22ad to 29th September, both days inclusive. DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 18th September, 1906. [1740]

CHEAP CLEARANCE SALE OF DRAPERY, &c. LOONG'S 51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY. FROM 15TH SEPTEMBER. TO MAKE ROOM FOR NEW GOODS.

Hongkong, 17th September, 1906. - [1734]

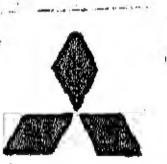
GOVERNMENT OF BRITISH NORTH BORNEO:

REVENUE FARMS POR 1907, 1908 & 1909. FILENDERS will be received by the SECRE.

TARY to the GOVERNOR at Josselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

OPIUM FARM. SPIRIT LICENSE FARM. PAWNBROKING FARM. CUSTOMS FARM. GAMBLING RESTRICTION FARM For Particulars, apply to :- GIBB, LIVINGSTON & Co., Hongkong.

Hongkong, 31st July, 1906.



BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK." A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length Length on Blocks

Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 344 ... DOCK No. 1. Extreme Length 523 feet Length on Blocks ... 513 Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2. Extreme Length 571 feet. Length on Blocks 350 Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 ..

PATENT SLIP. Suitable for vessels up to 1,000 THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer OURA-MARU" (712 tons, 700 L.H.P. epecially built for SALVAGE PURPOSES equipped with necessary gear. always ready Short Notice.

INTIMATIONS

TENDERS. VICENDERS are invited for the SUPPLY

to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for One Year from 12th October, 1906, viz .:--Baulk, Thickstuff, AMERICAN FIR. Scantling, Plank, CAMPHOR WOOD and Board.

HARDWOODS

OREGON SPARS. Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable parsons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different discriptions of Material during the Twelve Months ending 30th June last: A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The tendors, which will be received till Noon on 28th inst, should be sealed and addressed to the Commonones,

H.M. Naval Yard. Hongkong, 19th September, 1906. [1746

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION. FRIAKE NOTICE that a COMMISSION

has been appointed to enquire into and Report on the following matters, viz.:-1. Whether the administration of the Sanitary and Building Regulations - enacted by the Public Health and Build. ings Ordinance, 1903, as now carried out

is satisfactory, and, if not, what improvements can be made. 2. Whether any irregularity or corruption Pessession from 1st November. exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to FITHE ANNUAL GENERAL MEETING co-operate with them by forwarding any complaint they may have to make or suggestion

to the undersigned. Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a cortificate from the Commission which will protect the witness Road. against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS. Secretary. Hongkong, 7th July, 1906.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company, are of the Mitsui Bussau Kaisha. prepared to accept Risks against Fire at current SIEMSSEN & CO.

Hongkong, 1st January, 1904.

TORTH BRITISH AND MERCAN-THE INSURANCE COMPANY.

TOTAL FUNDS AT SIST DECEMBER, 1905. £17,837,119. AUTHORISED CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000

PAID-UP CAPITAL 687,500 0 TI. FIRE FUNDS 3,388,720 19 8 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agente. Hongkong, 11th July, 1906.

AACHEN AND MUNIOH FIRE IN. SURANCE CO.

OF AIX-LA-CHAPELLE. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

Current Rates. REUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE "BRAESIDE."

LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate Apply to-Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road (late of "Tang Yuen.") Hongkong, 27th June, 1905.

BOARD AND RESIDENCE. GILLANDERS

"GLENWOOD," 27, CAINE ROAD. Hongkong, 20th September 1905. [1751

ON BALE

DOUND VOLUMES of the HONGAONG D WEEKLY PRESS, January to June 1906. With INDEX. Price \$7.50. On sale at the Mongkong Daily Press Office Hongkong 27th July, 1906

TO LET

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply-REUTER, BROCKELMANN & Co.,

Prince's Buildings. Hongkong, 20th March, 1906.

TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

H. M. H. NEMAZEE. Hongkong, 9th June, 1996,

TO LET.

HOUSE in KNUTSFORD TERRACE A KOWLOON. Apply to-THE HONGKONG LAND INVEST

Hongkong, 1st August, 1906, TO LET.

NEW EUROPEAN HOUSES in Humphreys Avenue and Carnarvon Villas, Kowloon. Apply to-

HEWAN & Co., 15 & 16 Connaught Road, West. Hongkong, 1st August, 1906,

MENT AND AGENCY CO., LD.

TO LET.

TOS. 5 & 6, GRANVILLE AVENUE,

Kowloon. FLATS in ROBINSON ROAD, Kowloon,

Apply to-HUMPHREYS ESTATE & FINANCE CO., LD., Agents.

Hongkong, 31st August, 1906.

TO LET.

N EIGHT-ROOMED HOUSE, with Garden, situated at No. 31, Pokfulum WONG TAI FONG. 24, Hank Buildings, Queen's Road.

> SHAMEEN-CANTON. TO LET.

Hongkong, 25th August, 1906.

TO. 2. WEST END TERRACE. THE HONGKONG LAND INVEST. MENT & AGENCY Co., LTD.

Hongkong, 6th July, 1906. TO LET.

LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office. Apply to- WONG CHU SANG, At YEE SANG FAT & Co. Hongkong, 25th August, 1906.

TO LET.

FITHREE LARGE GODOWNS, in the Prays East. Formerly in the occupation

Apply to-H. N. MODY, Victoria Buildings. Hongkong, 10th May, 1906.

TO LET. IN HOTEL MANSIONS.

SUITE of Three Rooms on 3RD FLOOR, with Bath Room. Panter and Private with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers. Apply to-HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 29th July, 1906. TO LET (Possession From 1st July, 1966). NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to-E. A. & C. F. DE CARVALHO, 14. Arbuthnot Road. Hongkong, 18th June, 1906.

TO BE LET OR SOLD.

With Immediate Possession-in Wanchai Road. | FITHE HONGKONG ICE COMPANY, LAD., ODOWN, Built of Brick with Tiled Roof. just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to-Care of " Daily Press" Offica. Hongkong, 30th May, 1906.

TO LET.

NO. 7, MOSQUE TERRACE, Newly Painted and Colour Washed. Apply to-M. L. CHAN,

No. 1, Mosque Terrace. Hongkong, 11th September, 1906. [1708 TO LET.

FFICES in King's Building and York BUILDING. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit A HOUSE in RIPON TERRACE.

FLATS in MOBETON TERRACE. Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LTD. Hongkong, 1st March, 1906.

TO LET.

FAIRVIEW, ROBINSON - ROAD, Kowloon. 2ND FLOOR No. 12, Queen's Road Central. Apply to-

LEIGH & ORANGE, 1. Des Vœux Road. Hongkong, lat June, 1906.

TO LET TO LET. 66 TRANEE BUNGALOW." Kimberley Road, Kowloon. Touris Court

attached. Apply to-ARRATOON V. APCAR & Co., 45. Wyndham Street. Hongkong, 14th July, 1906.

HONGKONG CLUB.

TO LET.

FIWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices Anyone disposed to offer for the same please apply to-C. H. GRACE,

Secretary. Hongkong, 28th May, 1906.

TO LET.

** FITHE ACACIAS" GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.

(EITHER IN WHOLE OR IN PART).

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STRAITS. CONSIGNEES of Cargoare hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st Sept. will be subject to rent. All Claims against the Steamer must be presented to, the Undersigned on or before the 28th Sept., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Gedowns, where they will be

examined on the 21st Sept., at 11-A.M. No Fire Insurance has been effected, Bills of Luding will be countersigned by GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 14th September, 1906. [1726 NOTICE TO CONSIGNEES:

FIRE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA. PORT SAID, SUEZ & STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR DISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be serted out Mark by Mark

and delivery can be obtained as soon as the Goods are landed Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and

hour. All Claims must be presented within ten days of the sleamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT.

the Company's representative at an appointed

Superintendent. Hougkong, 19th September, 1906. S.S. "OCEANIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE. ONSIGNEES of Cargo from London exs.s. Malapanand Guadiana, from Havre exe.s. Matapan, from Bordeaux ex s.s. Frederic Morel, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless

intimation is received from the Consignees before 11 A.M., To-DAY, requesting it to be landed here. Hills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 24th Sept., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before taught workmen Equal to Home

24th Sept., or they will not be recognised.

All damaged packages will be examined on Monday, the 21th Sept., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, 17th September, 1906. NOTICE TO CONSIGNEES. THIHE P. & O. S. N. Co.'s Steamer

"DELHI," FROM COLOMBO AND STRAITS. Consigness of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each

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From Bombay, ox s.s. Mazagon. Optional goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

B. & P. S. N. Co.'s Steamers.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed bour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

Hongkong, 18th September, 1906. NATAL LINE OF STEAMERS

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THE JAPANESE AMBASSADOR IN LONDON.

On August 17th the Times began a leader with these words: "Yesterday there reached our shores a guest who deserves on many grounds the regard and the respect of the British people.". The remark typifies the sentiment with which the whole British press welcomed Baron Komura

and generally complex, its result being seldem of his country." There was no unnecessary visible. No diplomacy was at one time concession on the part of the Japanese Envoys. to meet eventualities. In this enlightened never thought to be compensated with a age, nevertheless, militarism alone can hardly pecuniary consideration at the end of the war. prevail unless a discreet craft in diplomacy The war was not for greed or territorial aggran-Minister of Japan.

Address from the Throne, a dissolution of the Japane-e Lower House took place. The veteran with the exception of the War Minister; Baron Admiral, Count Kawamura, in spite of his Komura was naturally among them. Mr. Kato, Council upon a resolute policy in connection differed from his colleagues in the matter of with the Russian negotiations. At that time, State Socialism, and resigned. Viscount prior to the memorable February Sth, 1904, from Hayashi was induced to take the portfolio, and all parts of Japan the Reople petitioned the thereupon the Japanese Ambassadorial post to military expenditure. The Japanese nation invariably the Japanese Ministers to the Court

in Hynga. His diplomatic career in recent | years has been an unbroken series of achievements, especially in connection with affairs in China, Japan had to establish an "entente cordiale" with China, and in that mission Baron Kemura attained a huge success. Japan is not a country where every person is of the same opinion, but there are many diverse views, through which emulation many advantages result to the ultimate end. Baron Komura has | a motte upon which his public life is based. namely, "to be rational." He accordingly enters into no negotiations for impossibilities, moral or material. In the law of nations there is no tribunal but the conscience mankind; and no resort is proposed The Hague arbitration in cases where vital interests are involved or the national honour of two parties is in dispute. The Baron is not a men of bluff and cannot bluff at all. He is typically a statesman—a diplomat whose aims are far-reaching. At the same time, the standard of international law is moiversal. Japan adheres to no particular school of Asian

although not equally in the United Kingdom. though a very influential weekly strongly advocated its enlarged renewal in spite of a denunciation on the first announcement. After all, Baron Komura is one of the very authors of the Anglo-Japanese Agreement, especially of its reconstruction, the existing Allianos.

Rising as a graduate of the Harvard Law School, but not from the "political aristocracy,"

Baron Komura was placed practically in lead of the Cheshu and Satsuma men of the governing class, with the dignity of statesmanship, through whom Japan's status que among the comity of nations has been much, improved. The Portsmouth Treaty, unfortunately, made him unpopular to a certain extent in Japan. The terms he then concluded were all that had been preconceived by thoughtful persons at home and were within the duly authorised scope. B cron Komura went to Portsmonth to restore peace; In the Pall Mall Gazette, Mr. Satori Kato he was not there to make material for back weiters in newspapers. Nor was he an A military achievement may often exhibit a Ambassador as defined by Sir Henry Wotton: brilliant spectacle, but diplomacy is intricate "Au honest man sout to lie abroad for the good successful without an adequate force behind When she was forced to take up arms, Japan precedes, accompanies, and onds it. Recently, disement, but because, for far-seeing reasons; in the Extreme East, a number of momentous | there had to be a permenent settlement between problems that might have menaced the Russia and Japan. When Japan proposed she world's peace were in behalf of humanity solved | should be reimbursed for the actual expendiwith patience and fortitude by the statecraft of ture incurred during the war, it was not a single man Baron Komura, the late Foreign a penalty imposed upon the vanquished. If Baron Komura had merely wanted to extract In the Katsura Administration he was the money from Russia according to equity, it ruling mind. Many things portaining to Japanese would have been claimed as an indemnity, and if public affairs have yet to be known in Europe. such claim had been declined, within an hour Quite a few hureaux under each department of or so he would have departed from Portsmouth. the Government separately conduct their busi- But when there was talk of peace in the air, ness nominally in the name of one Minister, but | during the month of September, 1904, the Elder the Foreign Minister is the man who personally | Elatesmen of Japan had no thought of claiming discharges most of his duties. The gravity a pocuniary indemnity from Russia. The of the situation in Manchuria gave Baron Sthoughtful began to argue the ultimate con-Komura a splendid opportunity, he uncom- ditions, and they, too, practically renounced the promising attitude and dilatory tactics of indomnity question. The safety of the existence Russia intensified popular indignation in Japan of Japan in the Extreme East was already beyond control. "The seven " lings" professors | secured. The peace secured by Haron Komura of the Imperial University of Tokyo; who are in Portsmouth was not morely for Russia and masters of international law, made their Japan; it was for the world. The world now representations to the Government, drying knows that modern warfare is not an easy task; them to take prompt action in regard to that it costs a tremendous amount in lives and Mancharia, and their unbesitating, expressions money. A certain number of the Opposition in stirred up the whole country. In consequence Japan and professional politicians detested the of a resolution passed under strange circum- glorious conclusion of peace, but to-day the stances, and embodying a consure on the thoughtful at home and abroad admire the Government for a want of decisiveness on ability of Baron Komura, whose promptitude in the Manchu question in a rep'y to an terminating hostilities has benefited the world. The Katsura Government have resigned,

illness, vehemently insisted in the Privy the Fereign Minister in the new Administration, Government to accept their donations for Great Britain had to be carefully considered, as was then prepared to meet an inevitable of St. James, including the late Ambassador, outcome; but there was the Foreign Minister, have been distinguished personages. In Baron Komura, who kept the issue of the experience Baron Komura cannot be surpassed. nation's fate in his own counsel. The Japanese Japan has profound confidence in his ability to world had become more or less sickened at his preserve the good will existing between the two Britains of the East and the West. The Baron Komura was in every way anxious to most bitter opponents of his work at Portsaverta war through a conciliatory understand- mouth rejoics at his present appointment. ing. With dignity peace was then implored. Diligent, thoughtful, courteons, of a pure In spite of the acute tension of public feeling, Samurai extraction, silent in his disposition Baron Komura did not attempt to open the (the first quality of a diplomat), yet an temple of Mars until every possible means to orudite master of the law of nations, Baron avoid an actual conflict had been exhausted. Komura will well represent Japan in London, Then came the crisis. By command, Baron, the heart of Europe. When his endeavour to Komura drafted the Declaration of War, and prevent a war proved fruitless, Baron Komura's the subsequent events are fresh in our memory, policy was never otherwise than an enlightened in which Japan proved that she was not one throughout those trying eighteen months; unprepared. The motive of Baron Komara in and at the right moment he suspended the seeking a concord instead of speedily appealing bostile engagement of some two million men-atto the arbitrament of the sword was in all arms in the field. Future historians will expound the real merits of his well-thought-out. Baron Komura is of a small Dimiste of Obi diplomacy of the Island Empire.

PEKING SYNDICATE.

A letter to the Financil Times says: -- There seems to be much difference of opinion as to which shares of the Peking Sydicate are the cheapest at the present price. There are 2,000 deferred, 39,900 ordinary and 1,500,000 Shansi shares. The idea that Shansis are 10 per cent. preferrence shares is absolutely wrong. They are entitled to 55 per cent, of the net profits of the syndicate arising from the Shansi and Honan Concessions until they have received £1 per share, after which they received 50 per cent, of the profits. The balance of the profits goes to the ordinary and deferred shareholders and the directors. The relative value between the Peking ordinary and Shausi shares eaunot be definitely established, as Shansi shares do not participate in the profits outside the Suanzi and Honau Concessions. It is, however, possible to find out the exact value of Peking ordinary compared with the deferred shares.

The latter represent fifteen times the As to the Anglo-Japaness Alliance, Viscount premium on the ordinary shares. Take Pekin Hayashi gives every credit of its success to ordinary, at 15, we then get (15-1) by 15-210, Baron Komura. Lately, on more than two and find that £15 for Pekin ordinary equals occasions, Viscount Hayashi openly, declared to Etto for Pekin deferred. It is difficult to, see to that effect, and in the midst of an Auglo- why a scheme of reorganisation of the capital Japanese reunion held at Tokyo, June 12th, he of the syndicate has not been brought forward. emphatically said: "All I have done in London has Those who can well afford it can buy Peking been to obey the instructions of Baron Komura." | deferred shares, while the smaller capitalist The negotiation for an Alliance had its start while must content himself by purchasing Pekin Mr. Kato Takaaki was the Minister to this ordinary and Shansi shares, which are comcountry. At all events, however, no intelligent paratively much deaver than the deferred. man can deny the fact that a remarkable There is another matter which ought to be diplomatic triumph was attained by the cleared up. Do the £700,000 Railway bonds Marquis of Lausdowne and Baron Komura, which have been received from the Chinese The instrument was immediately and most Government in payment of the railway built heartily welcomed by the Japanese nation, with the Shansi capital belong to the Pekin Syndicate or to the Shansi shareholders !"

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\$10 \$159.

\$25 \\$24, sellers

\$50 \\$47, Bellers

\$15 | 627, sellers

£10 , \$74, buyers

£1 | 27/6, buyers

\$10 \$29, sellers

\$5 \$20, sellers

\$25 | \$22, buyers

\$10 | \$10, sellers

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who have tested its efficacy and who value the appearance and condition of their Teeth.

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An Antiseptic.

Cleansing with this well known

dentifrice tends still further to secure

the preservation of the teeth and

hygiene of the mouth.

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Banking and Exchange business transacted.
HUGO SUTER, Manager. . Hongkong 1st May, 1906.

Swire

ARRIVALS. Christian British str., 2,260, W. B. Brown 19th Sept. - Melbourne 18th Aug., General - Butterfield & Swire.

J'ACOR DIEDERICHSEN, German str., 623, D. Henk, 18th Sept .- Haiphong 11th Sept., Kelno 13th and Hollow 17th, General.-John & Co.

KITAI, Russian str., 1,200, Jorginson, 18th Sept - Moii 12th Sept , Ballast - Melchers Kowhoon, German str., 1,187, H. Stehr 18th

Sept.—Sumurang 10th Sept., Sugar. Siemsson & Co. K CERCHOW, British Str., 1.215, G. Hooker, 18 th Sept. Tientsin 9th Sept., Chefoo 11 th and Swatow 17th, General-Butterfield, &

K WANGTAM, Chinese str., 1,536, W. H. Lunt, · 18th Sopt.—Shanghai 15th Sept., General, -C. M. S. N. Co. Kwonasana British str., 1,128, W. P. Baker, 19th Sept. - Shanghai 15th September and

Swatow 18th, General, Jardine, Matheson LEGHTNING, Pritish str., 2,122, J. G. Spence, 19th Sept. Calculta, via Straits 2nd Sept. General - David Sassoon & Co.

A mine. Garman cruisor, Capt. Witschol, 18th Sept. from Singapore. Sixto Mart, Japanese str., 6,227, Geo. Anderson. 18th Sept. - Yokohama and Shanghai 15th September, General Nippon Yusen

Kaisha. SCANDIA, German str., 3,655, W. von Dohren. leth Sept .- Shanghai 15th Sept., General. Hamburg-Amerika Linie.

STERRA MONERA, British str., 2,283, Han ugh 18th Sept.-Probolings 9th Sept., Sugar Butterfield & Swire SHINGIC MARC. Japanese str., 5,4(9, B. Hamasaki: 17th Sept. Moji 11th Sept., Coal

and General. - Japanese. SHAORSING, British str., 19th Sept., from Canton. With, German str., 2,820, H. Carstons, 19th Sept. - Mejr 12th Sept., Cod. -- Jobsen & Co.

CLEARANCES. AUTRIS HARBOUR MASTER'S OFFICE Sept. 19th.

Chansing, British str., for Shanghai Sado Marn, Japanese Se., for Singapore DEPARTURES.

Sept 19th. APENKADE, Garman str., for Hollow BORNEO, Gejman str., for Sandakan BRAND, Norwegian str., for Sourabaya HELVETIA, German ste, for Hamburg MASAN MARU, Japanese Str., for Tamsur MONTROSE, British str., for New York PELEUS; British str., for Liverpool. POLYNESTEN, French str., for Europe Poona. British str., for Shanghai. TAMENG, British str., for Manila, Tuolista, Norwegian str., for Saigon.

SHIPPING REPORTS. The Chinese str. Kiringtah reports. Sept. 18th strong gale with heavy easterly sea, Picked up 15 persons of various capsized fishing boats. The British str. Changeta reports: Experi-

anotherate weather and smooth sea euced : throughout. The Japanese str. Shansay Mara reports

time weather, moderate sea and light breeze from various directions and fresh breeze from

> VESSELS IN DOCK. Sent, 19th.

ABBRURES DOCKS .- Telepartons: KOWLOON DOCKS - Changsha, Empress of Japan, Hue, Sexta, Sorsogoa, Woolwich, Vigi. tante, Mausang, Keongwai, Ch. Hardouin, Salt very, H. M.S. Moorlien, Strathmore, COSMOPOLITAN DOUBS - Radnorshire.

VESSELS ON THE BERTH BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA.

THE British Steamship

* PINDARI: Captain Tomlinson, will be despatched for the above Ports TO MORROW, the 21st inst., P.M. For Freight, apply to SANDER, WIELER & Co.,

Agreuts. Hongkong, 17th September, 1906. [1735] THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain T. H. Hide, R.N.R., carrying Ha Majesty's Mails, will be despatched from this fer Bombay on SATURDAY, the 22nd September. at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. China, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and

'Cea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for hondon, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 3rd November. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT,

Superintendent. Hougkong, 10th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SALINA CRUZ. CALLAO AND IQUIQUE, VIA JAPAN PORTS. Regular Steamship Service between Hongkong CALLAO and louique via JAPAN PORTS.

Tons To Sail. Steamers KASATO MARU " 6,000 ----Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat. For further information, apply to

K MATSDA. Manager, York Building. Hongkong, 22nd August, 1906.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section. SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 4 From Naval Yard to East Point. 3. From Blake Pier to Naval Yard.

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},],	DESTINATION	VESSEL'S NAMES	PLAG & RIG	Herth	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
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•		4					graph and a special section of
190							1
1	LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.		T. H. Hide, R.N.R.	P. & O. S. N. Co	On 22nd inst., at Noon.
**	LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.		****** *****************		On 25th inst.
	MARSEILLES, LONDON & ANTWERP, &c	SOCOTRA	Brit, str		W. R. Hicky		About 27th inst.
ä	MARSEILLES, &c., VIA PORTS OF CALL	SALAZIR	Fren.str.		Ailland	MESSAGERIES MARITIMES	On 2nd Oct., at 1 P.M.
	BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str		Grosch	MELCHERS & Co	On 26th inst., at Noon.
"	HAVRE & HAMBURG VIA STRAITS, &c	SENEGAMBIA	Ger. str	k, w.	Peter		On 2nd Oct.
	HAVRE, BREMEN & HAMBURG VIA STRAITS, &C	SUEVIA	Ger. str.		Knaisel	HAMBURG-AMERIKA LINIE	On 16th Oct.
	HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	Brit. str.	1 m.	****** *****************	BUTTERFIELD & SWIRE	On 30th inst.
3	COPENHAGEN, SCANDINAVIAN, &c., BALTIC PORTS	TRANQUEBAR	Dan, str			MELCHERS & Co	About 18th inst.
١.	NAPLES, HAVRE, ANTWERP & HAMBURG	SCANDIA	Ger. str	k: w.	v. Döhren	HAMBURG-AMERIKA LINIE	To-day.
۱.	NAPLES, HAVRE & HAMBURG	HABSBURG	Ger. str	k. w.	Filler	HAMBURG-AMERIKA LINIR	On 30th Oct.
. *	TRIESTE, &c., VIA SINGAPORE, &c	SILESIA	Aus. str		Stabile	SANDER, WIELER & Co	On 27th inst.
;	TRIESTE DIRECT	LIBERIA	Ger. str.	k. w.	Kier	HAMBURG-AMERIKA LINIE	On 26th inst.
	ODESSA	KITAI	Rus. str.		****** *********************	MELCHERS & Co	Quick despatch.
"	NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str	_	****** *************************	DODWELL & Co., LTD.	About 9th Oct.
	NEW YORK VIA PORTS & SUEZ CANAL	SOUTH AMERICA	Am, str.		101001 ***********************	SHEWAN, TOMES & Co	About 10th Oct."
1	VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co	On 27th inst., at 4 P.M.
1	VANCOUVER VIA BHANGHAI JAPAN, &c	MONTEAGLE	Brit. str.	1 m.	****** ********************************	CANADIAN PACIFIC R. Co	On 3rd Oct, at Noon.
. 1	VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	NINGCHOW	Brit. str		14.5. 4.10.001.001.001.004.00	BUTTERFIBLD & SWIRE	On 29th inst.
	VICTORIA (B.C.) & TACOMÁ VIA JAPAN	PLEIADES	Am, str,	_	F. G. Purrington	DODWELL & Co., LTD	To-morrow.
1	SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	KASATO MARU	Jap. str.			Thomas Mannas Waters	Quick despatch.
Ĭ.	AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN	Brit. str.		St. John George	GIBB, LIVINGSTON & Co	On 29th inst., at Noon.
il	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit, str	l m.	T. Moore	BUTTERFIELD & SWIBE	On 26th inst.
`	AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str	-	Lenz	MELCHEES & Co.	On 16th Oct., at Noon.
, İ	NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger, str.	- 1	Schipper	HAMBURG-AMERIKA LINIE	Beginning of Oct.
<u> </u>	YOKOHAMA & ROBE	CHINGTU	Brit. str.		****** ******************	BUTTERFIELD & SWIRE	On 22nd inst.
J	YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	SIAM	Dan. str	- 1	****** *******************	MELCHEES & Co.	About 10th Oct.
1	JAPAN VIA SHANGHAI	TJILIWONG	Dut. str.			JAVA-CHINA-JAPAN LIJN	Quick despatch.
1	TIENTSIN VIA SWATOW & CHEFOO	CHIPSHING	Brit. str			JARDINE, MATHESON & Co	On 23rd inst., Daylight.
	TIENTSIN	LIANGCHOW	Brit. str.	I m.		BUTTERFIELD & SWIRE.	To-morrow.
-	SHANGHAI & CHINKIANG	Kowloon	Ger, str.		C. Stehr	SIEMSSEN & Co.	Quick despatch.
	SHANGHAI VIA SWATOW	CHOYSANG	Brit. str	1	A. E. Sandbach	JARDINE, MATHESON & Co	To-day, at 4 P.M.
	SHANGHAI	SHAOHSING	Brit. str.	l m.	F. W. Northcombe	BUTTERFIELD & SWIRE	To-day.
	SHANGHAI	KWONGSANG	Brit. str	-	****** >*****************	JARDINE, MATHESON & Co	On 24th inst., at 4 P.M.
	SHANGHAI, T'tau, N'Eaki, Kobe & Yokohama	PRINZ LODWIG	Gor. str	_		MELCHERS & Co	On 25th inst.
	SHANGHAL KOBE & YOKOHAMA	Brisgavia	Ger. str	k. w.		HAMBURG AMERIKA LINIE	On 28th inst.
	SHANGHAI, YOKOHAMA & KOBE	HABSBURG	Ger. str	_		HAMBURG-AMERIKA LINIS	On 29th inst.
	TAMSUI VIA SWATOW & AMOY	JOSHIN MARU	Jap. str		H. Ohta	OSAKA SHOSEN KAISHA	On 23rd inst., at 10 A.M.
		HAIMUN	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAPRAIK & Co	To-day, at Noon.
	MANILA	LOONGSANG,	Brit. str			JARDINE, MATHESON & Co	To-morrow, at 4 P.M.
}	MANILA	Rubi	Brit. str		R. Almond	SHEWAN, TOMES & Co	On 22nd inst., at Noon.
	MANILA	ZAFIEO	Brit. str		R. Rodger	SHEWAN, TOMES & Co.	On 29th inst., at Noon.
	SANDAKAN	MAUBANG	Brit, str	1	R. Houghton	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
		PINDABI	Brit, str		Tomlinson	SANDER, WIELER & Co.	
		FOOKSANG	Brit. str.	- 0	W. E. Sawer	JARDINE, MATHESON & Co.	To-morrow, P.M.
		Kutsang	Brit. etr		Bradley	JARDINE, MATHESON & Co.	On 22nd inst., at 3 P.M.
Ι,		3-10				7.	On 27th inst., at 3 P.m.
					. 4		
			1				

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

AND MANILA

STLAMSHIP COMPANY, LIMITED.

STRAMBHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	25-10	R. Almond	Manila.	On 22nd Sept., Noon.
ZAFIRO	2540	R. Rolger	Manila.	On 29th Sept., Noon.
For Freight or	Passage	apply to	-4	1 3 mg - 1 mg -

Hongkong, 27th September, 1966.

SHEWAN, TOMES & CO., GENERAL MANAGERS.



HONGKONG-NEW YORK. AMERICAN ASIATIO STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). SS. "SOUTH AMERICA" About 10th October.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS Hongkong, 9th August, 1906.

HAMBURG-AMERIKA LINIE. EAST ASIATIC HOME LINE-OUTWARD.

			4			
1	DESTINATION		STEAMERS		TO SAIL.	
1	SHANGHAI, KOBE & YOKOHAMA SHANGHAI, YOKOHAMA & KOBE	444	BRISGAVIA * HABSBURG		Dath Kont	
ľ	SHANGHAI, KOBE & YOKOHAMA	***	SEGOVIA SITHONIA	٠٠. د ا	Beginning of	0
	SHANGHAI, YOKOHAMA & KOBE SHANGHAI, KOBE & YOKOHAMA	***	C. FERD. LAEIS/ ANDALUSIA		29th Oct,	
-	SHANGHAI, YOKOHAMA & KOBE HOME LINE		AMBRIA	, **)	27th Nov.	

Taking Cargo at through rates to Antwerp; Amsteedam, Rotterdam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASSOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports. DESTINATION TO SAIL. NAPLES, HAVRE, ANTWERP & H'BURG (* SCANDIA on 20th Sept. via Singapore, Penang and Colombo ! . . Capt. v. Dohren ... HAVRE and HAMBURG **SENEGAMBIA** On 2nd Oct. via Singapore, Penang and Colombo ! . Capt. Peter HAVRE, BREMEN and HAMBURG (SUEVIA On 16th Oct. via Singapore, Penang and Colombo (Capt. Knaisel NAPLES, HAVRE and HAMBURG (* HABSBURG ... { On 30th Oct. via Singapore, Penang and Colombo ? * Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabine amidships. Lighted throughout by electricity. Duly qualified doctor and stewardess on board. Laundry on board. TRIESTE (DIRECT) (LIBERIA) On 26th Sept.

Taking through cargo to Fiume, Venice, letc. The ship will have a quick despatch at Singapore and Celombo.

via Singapore and Colombo (Capt. Kier ...

COAST SERVICE. DESTINATION DAPHNE ... NAGASAKI & VLADIVOSTOCK. Beginning of Oct. Freight & Passengers. ‡ KOWLOON ... SHANGHAI & CHINKIANG. To Follow. Freight & Passengers. LYDIA ... SHANGHAI & CHINKIANG. Freight & Passengers. Taking Cargo at Through Rates to TSINGTAO and CHEMULPO.

For Freight and Passage, apply to
For Steamers of the Coast Service Marked ‡ to SIEMSSEN & CO.

HAMBURG-AMERIKA LINIE, Usukan, Jesselton and Labuan. HONGKONG OFFICE.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C.. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tona.	Captain.	Sailing	Date.						
† PLEIADES † LYRA SHAWMUT	4,417	F. G. Purrington	On 29th	September.						
	‡	Cargo only:								

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures tendiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, Queen's Buildings. GENERAL AGENTS. Bongkong, 4th August, 1906.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

PROJECTED SAILINGS FROM HONGKONG.

ST. PETERSBURG & VLADIVOSTOCK.

SUBJECT	TO ALTERATION.	
DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA, KOBE. MOJI and VLADIVOSTOCK	"BIAM"	On or about 10th Oct.
ODESSA	"KITAI"	On or about 15th Sept
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC	"TRANQUEBAR"	18/20th Sept
PORTS	- T	

For Further Particulars, apply to MELCHERS & CO. AGENTS. Hongkong, 13th September, 1906.

INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) BTEAMERS LIAS OT SHANGHAI VIA SWATOW "CHOYSANG" ... Thursday, 20th Sept., 4 P.M. " MANILA "LOONGSANG" ... Friday, 21st Sept., 4 P.M. *SINGAPORE, PENANG & CALCUTTA "FOOKSANG"... Saturday, 22nd Sept., 3 P.M. * TIENTSIN VIA SWATOW & CHEFOO "CHIPSHING" ... Sunday, 23rd Sept., daylight *SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Thursday, 27th Sept., 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsze

I Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao. For Freight or Passage, apply to

JARDINE, MATHESON & CO., Hongkong, 19th September, 1906. GENERAL MANAGERS.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG. COLOMBO, BOMBAY, ADEN, SUEZ

and PORT SAID. (Taking Cargo at through rates to the BRAZILS. to South Africa, Persian Gulf, Red " SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA," Captain Stab"e, will be despatched as above on THURE DAY, the 27th inst, This Sterme has capital accommodation for passongers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents. Prince's Buildings. Hongkong, 5th September, 1906. EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TIMOR, PORT DARWINARD QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &C.)

THE Steamship

the Electric Light.

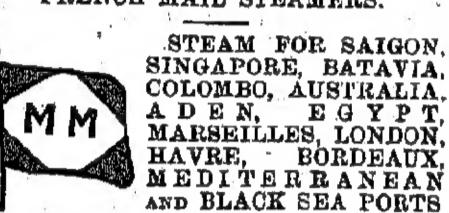
"AUSTRALIAN." Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst. at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Frash Provi-sions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 6th September, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



VILLE Steamship

"SALAZIE," Captain Ailland, will be despatched for MARSEILLES on TUESDAY, the 2nd

October, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Europe. Next sailings will be as follows: ... , ... 16th Oct. S.S. "OCEANIEN" S.S. "TOURANE" 30th Oct. S.S. "TONKIN" 13th Nov. S.S. "ARMAND BEHIC" ... 27th Nov. S.S. "ERNEST SIMONS" ... 11th Dec. G. DE CHAMPEAUX. Agent

Hongkong, 19th September, 1906. REGULAR STEAMSHIP SERVICE TO NEW

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•	OUTWARDS.	DUE
F134) 81	STEAMERS	
GLASGOW and LIVERBOOL	"MENELAUS"	On 27th September. On 27th September.
GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.
· · · · · · · · · · · · · · · · · · ·	HOMEWARDS.	*
FOR	STEAMERS	TO BAIL
LONDON, AMSTERDAM and	d} "CYCLOPS"	On 25th September.
ANTWERP		O 2041- Floridanilian
+ HAVRE, ROTTERDAM and	"KINTUCK"	On Joth Boptomoor.
LIVERPOOL	· ·	ria Bangkok.
. Taking Cargo for L	iverpool at London Rates. +	The same of the same of

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AGENTS.

STRAM ETH

TO BAIL

On 29th September.

Hongkong, 4th August, 1906.

NAVIGATION CO. LIMITED.

			_			
	FOR	j			STRAMERS	TO SAIL.
MULAN	JOILAI			- + 1	SHAOHSING"	On 20th September.
4 1 1 1 TO 16 TO 1	FERNANT NE				THANGURUM	On 21st September.
TELESTA	TSIN	A CONTRACTOR		1 4 1	"CHINGTU"	On 22nd September.
YOKO	JHAMA	and KODE	200100	9	OHIM TO MANUEL	on hand to be made.
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9 . 4	AND ARRIVATED BY	けいたんしょ しょくしん	V ISLANII I			0
00	O K W 0) W N. (CAIRNS.>"	• ‡ "	CHANGSHA"	On 26th September.
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The attention of Passengers is directed to the superior accommodation offered by these teamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified † Taking Cargo on through bills of lading to all Yangteze and Northern China Ports.

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R.M.S.			Tons.		LEAVE HONG	KONG	A	BEIVE V	ANCO	UVER
"EMPRESS OF				41	THURSDAY,	27th	Sept.	15th	Oct.	
" MONTEAGLE"		6,163	**		WEDNESDAY	3rd	Oct.	27th	Oct.	
"EMPRESS OF		6,000		÷1	THURSDAY,	25th	Oct.	12th	Nov.	
"TARTAR"					WEDNESDAY,			24th		
"EMPRESS OF	INDIA"	6,000			WEDNESDAY,	14th		5th		7
" ATHENIAN"		3,882			WEDNESDAY,					
	ē .		_ ^					2	, -,	

"EMPRESS" Steamers will depart from HONGKONG at 4 v.m. Intermediate Steamers at 12 Noon.

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PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. STRAMBERS.

Í	PRINZ HEINR	ICH		***	WEDNES	DAY	26th September
l	GNEISENAU	10) () (11)		***	WEDNESI	DAY	10th October
ļ	PRINZ LUDWI	[G :			WEDNESI	DAY	24ta October
I	PRINZESS AL			***	WEDNES!	DAY	MALE TO WE TO THE TRANSPORT OF THE PARTY OF
ļ	ROON		41 ***		WEDNESI	DAY	21st November
1	BUELOW	441 244			WEDNES		5th December
	PRINZ REGEN			- 100	WEDNESI	DAY	19th December
1			-		4	1907	
1	PRINZ EITEL	FRIEDRICH		144	WEDNESI		2nd January
l	SEYDLITZ		*1 *11		WEDNES:		16th January
l	PRINZ HEINR			414	WEDNES	DAY	30th January
ŀ	GNEISENAU			100	WEDNES	DAY	13th February
١	PRINZ LUDWI				WEDNESI	DAY	27th February
ł	ON WEDNE	SDAI, the 2	orn day	OI SE		15, 1906, AC	Noon, the Steamsh
í	. PKINZ	HEINKICH	Captain	Orrosen	, with MA	TES, PASS	ENGERS, SPEC

and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 24th Sept. Cargo and Specie will be received on Board until 5 P.M. on TURSDAY, the 25th Sept., and Parcels will be received at the Agency's Office until Noov, on Tursday, the 25th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2,50, and Parcels should not exceed Two Fact Cubic in Measurement.

and Parcets supplied not exceed 1 at 1 age of the true												
The Steamer has splendid accommodation, and	car	ies a	\mathbf{D}_{0}	ctor	80	d 8	ter	7ard	98 50 5.	5.4		
Linen can be washed on beard.	1.1			List							m	
RATES OF PASSAGE MONEY FROM HONGKONG.		lst C	las	8	-2π	ıd (la	88	3rd (Ha	RS	
TO NAPLES, GENOA AND GIBRALTAR		£61	0	O .	- 4	42	0	Ü	£22			
return		91	0.	0		63			33	1		
TO SOUTHAMPTON, LONDON, BREMEN			5					•	.,,,	"	**	
AND HAMBURG	,	65	0	0 -		44	0	C	24	0	0	
return			0	_			-	0	36	_		
* TO NEW YORK VIA SUEZ									10	•		
VIA NAPLES, GENOA OR GIBRALTAR	•	64	0	0 .		44	0	0	26	0	0	•
return		115	.0	0	- (79	0	0	47	-	-	
VIA BREMEN OR SOUTHAMPTON		68	0	0		46	0	0	27			
return		123	Ó	Ó		83	0	Ò	49	•	-	
* In the event of the passenger leaving the Muil	Stee		_	-,	95.		_	-	Gibra	-		0. F
travelling to Bremen or Southampton overland THE									ALV B	N_{\perp}		尼

GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's | MAUSANG, British str., 1,641, R. Houghton, TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from Montgagle, British str., 3,953, S. Robinson, SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

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... \$140.00 \$100.00 to HONGKONG THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0- 0. TO EUROPE VIA AUSTRALIA AND AMERICA From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

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SHIPPING IN PORT.

ANDREE RICKMERS, German str., 1,020, W Tanbert, 18th Sept.—Bung kok 11th Sept., General.—Butterfield & Swire.

BORNEO, German str., 1,544, F. Sembill, 10th September-Sandskan 5th Sept., Timber. -Melchern & Co.

Сиандяна, British str., 1,463, Т. Moore, 4th Sept. - Melbourno via ports 31st July, General. - Butterfield & Swire.

CHIPSHING, British str., 1,199, G. S. Weigall. 14th September .- Chefoo 7th September, General.-Jardine, Matheson & Co.

CHOWFAI, Garman str., 1,151, W. Mollermann. 15th Sept. Baugkok 9th Sept., General. Butterfield & Swire.

CHOYSANG, British ste., 1,424, A. E. Sandbach, 14th Sept.—Shanghai via Swatew 9th Sept., General.—Jardine, Matheson & Co. COPTIC, British str., 2,714, W. Finch, 20th July-Sin Francisco 27th June, Mails and General, -O. & O. S. N. Co.

DAGMAR, German str., 921, M. Engelhart, 14th Sept. Bangkok 7th Sept., Rice and General - Butterfield & Swire. DELHI, British str., 4,783, J. D. Andrews.

R. N.R., 18th Sept.—Colombo 8th Sept. and Singapore 14th, Mails and General.— P. & O. S. N. Co. DERWENT, British str., 1,565, J. Jenkins, 17th Sept.-Saigon 13th Sept. General and

Rico.-Chinese DEVAWONGSE, German str., 1,262, T. V. Bruhn, Ath Sept .- Bangkok 27th Aug. and Holhow 3rd Sept., Rice and Meal. Norddentscher

EMMA LUYKEN, German str., 1,159, G. Cornand, 16th July - Mauritins 22nd May, Sugar,-

EMPRESS OF JAPAN, British str., B.039, H. Pybus, 4th Sept .-- Vancouver 13th Aug. Mails and General-C. P. R. Co. FOOKSANG, British str., 1,987, W. E. Sawer, 10th Sept.-Calcutta 26th Aug., Coal.

Jardine, Matheson & Co. HAIMUN, British str., 636, A. J. Robson, 16th Sept. - Foochow 13th Sept., A moy 14th and Swatow 15th, General, - Douglas, Lapraik

HALVARD, Norwegian str., 1,070, Carl Andersen, 10th Sept,-Samarang 1st September, Sugar. - Asguird, Thoresen & Co. HILLARY, German str., 2,276, H. Uecker, 5th

Sept.—Sourabaya 23rd August, Sugar.— Sander, Wieler & Co. Hongkong, French str., 750, A. Sazzoni, 18th Sept .- Hainong and Hoihow 17th Sept., General. - A. R. Marty.

Horsand, British str., 1,359, Jas. M. Hay, 15th September -- Sourabaya tith Sept., Sugar. --Jardine Matheson & Co. Huz, French str., 705, Panier, 9th Sept -Haiphong and Kwangohauwan 8th Sept.

General. - A. R. Marty. JOHANNE, German str., 952, Ipland, 15th Sept. -Swatow 14th Sept. Jebsen & Co. KALCHUR, British str., 2,154, Walker, 2nd Aug. Newcastle 12th July, Coal. Arn-hold, Karberg & Co.

Kanju Maru, Japanese str., 1,041, K. Hashimote, 14th Sept.—Swatow 13th Sept., General.—Nippon Yusen Kaisha. KEONGWAL German str., 1,115, Kohler, 10th Sept.—Bangkok 3rd Sept., Rice.—Butter-

field & Swire. KUTSANO, British str., 3,110, Bradley, 13th September -- Singapore 7th Sept., General -Jardine, Matheson & Co. K.WANGLEE, Chinese str., 1, 168, R. L. Lincoln, 12th Sept.—Shanghai Sth Sept., General,

-Chinese. LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.-Chefoo and Newchwang 9th Sept., General.—Butterfield & Swire. Loongsang, British str., 1,092, A. G. Smith, 17th Sept.—Manila 14th Sept., General,—

Jardine, Matheson & Co. 4th Sept.—Saudakan 25th Aug., Timber and General. - Jardine, Matheson & Co. 14th Sept. - Vancouver 10th Aug., Flour,

Lead and General.-C. P. R. Co. NANCHANG, British str., 1,120, J. Warrack, 13th Sept. -Shanghai 7th Sept., General. -Butterfield & Swire. NEIL MACLEOD, Amr. str., 902, E. Corral, 19th June-Manila 16th June.-Barrettok Co.

NORDEN, Norwegian str., 1,497, W. Wilhelmsen, 14th September -- Probelinge 3rd Sept., Sugar.-Order. N. S. DE ROSARIO. Amr. str., 715, M. Lopez Blanco, 12th June-Manila 9th June.-

Barretto & Co. Pleiades, American str., 3,753, F. G. Purrington, 15th September-Manila 10th Sept., Hemp.—Dodwell & Co., Ld.

POWHATAN, British str., 1,640, W. F. Turner. 16th Sept.—Samarang 31st Aug., Sugar.— Dodwell & Co. PRINZ WALDEMAR, German str., 1,736, C. Woltemas, 18th Sept .- Kobe 12th Sept.

General. - Melchers & Co. Quinta, German str., 987, F. Frahm, 9th Sept.—Sourabaya Ist September, Sugar.— Siemssen & Co. RADNORSHIRE, British str., 1.820, Haffner,

17th Sept.-Shanghai 14th Sept., General. -Shewan, Tomes & Co. RAJAH, German steamer, 1,275 C. Wolff, 9th Sept. - Bangkok 31st Aug., Timber and Rice. - Butterfield & Swire. Rust, British str., 1,611, R. W. Almond, 17th Sept.—Manila 15th September, General,—

SEXTA, German str., 960, Kraeft, 2nd Sept.-Wakamatsa 26th August, Coal.-Siemssen & Co. SHAOHSING, British str., 1,307, F. D. Northcombe, 16th Sept.—Shanghai 13th Sept., General.—Butterfield & Swire.

Shewan, Tomes & Co.

SIGNAL, German str., 900, G. Schlaikier, 16th Sapt. - Pakhoi via Hoihow 12th September, Cow and General-Jebson & Co. SKULD, Norwegian str., 947, Alaf Odd, 6th Sept.—Sourabaya 25th August, Sugar.— Aagaard, Thoresen & Co. Sorsogon, American str., 428, Vittoria, 7th

Sept. - Manila 4th Sept., Ballast .- Order. STRATHHORE, British str., 2,295, King, 27th August-Staagen 17th August, Coal .-Dodwell & Co. Sulling, German str., 782, C. Luppi, 28th

August-Amoy 26th August, General.-Siemssen & Co. TAISHAN, British str., 1,100, J.T. Laing, 29th June-Shanghai vin ports 24th June, General.-Bradley & Co.

Sept.—Saigon 1st September, Rice.— TELEMACHUS, British str., 1,349, Williamson, 8th Sept.—Saigon 4th September, General. -Chinese.

TAIWAN, British str., 1,040, J. A. Martin, 7th

THOLMA, Norwegian str., 1,180, F. Jaeger, 9th Sept.—Sourabaya 30th August, Sugar.— Sander, Wieler & Co. TJILIWONG, Dutch str., 3,061, Von Wyk Jurrisanse, 17th Sept.-Macassar 10th Sept.,

General .- Java-China-Japan Liju,

VEBONA, German str., 3,036, H. Dobronz, 16th Sept.—New York 17th July, General.— Carlowitz & Co. Woolwich, British str., 1,845, A. Stoker, 11th Sept.—Salina Cruz 23rd July.—China Commercial Steamship Co.,

YUSHUN, Chinese str., 1,079, J. A. Pratt, 17th Sept. - Swatow 16th Sept. General. -

Z: Y. DE ALDECOA, Amr. str., 1,260, Xandaro Echauz, 15th June-Manila 12th June .-Barretto & Co.

BAILING YESSELS. ECLIPSE, British barque, 2,968, J. McBryde,

1st Sopt. - New York, 6th May, Case Oil, -Standard Oil Co. F. CHAPMAN. American ship, 2,013, R. Bantield, 25th August-Manila 15th Aug. Ballast, - Arabold, Karberg & Co.

P. HITCHGOOR, Amr. ship, 2,086, E. L. Zork. lst Sept,-Manila 20th August, Ballast Arnhold, Kurberg & Co.

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS, J. HALCOMBE (Formerly of the Imperial Chinese Customs

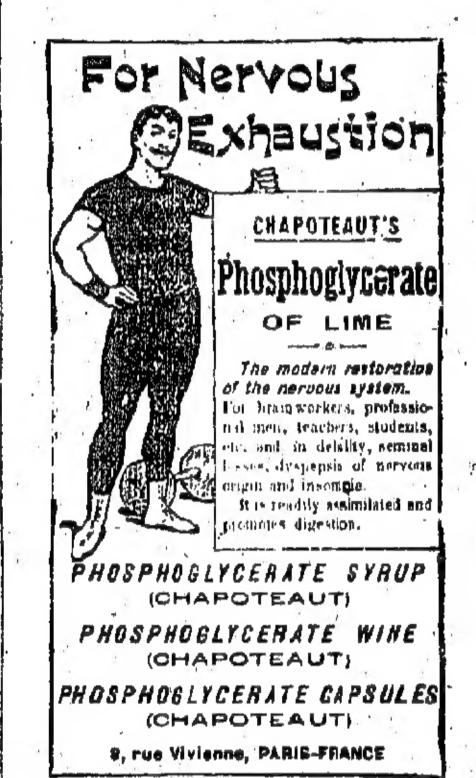
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SIEMSSEN & Hongkong.

THE HONGKONG DAILY PRESS. THURSDAY, SEPTEMBER 20th, 1906. HONGKONG. CANTON, MACAO COMMERCIAL. VESSELS EXPECTED. POST OFFICE NOTICES. - - -WEST RIVER STEAMERS CLOSING QUOTATIONS. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT THE AMERICAN MAIL. Mails will close subject to modification as follows: -The T.K.K. str. Hongkong Maru sailed from CO., LD., AND THE CHINA NAVIGATION CO., LD. Yokohama via Kobe, Nugasaki and Manila on On LUNDON,-the 13th inst., and is due to arrive at this port HONGKONG-CANTON LINE. Bank Bills, on domand 2/2 Thursday, 20th. 9.00 A.M Swatow and Bangkok Derawongse on the 24th inst. Bank Bills, at 30 days' sight 2/21 S.S. "HONAM," 2,363 tons, Captain H. D. Jones. Haiphong Hud Thursday, 20th, 9,00 A.M. THE GERMAN MAIL. Bank Bills, at 4 months sight ... 2/23 S.S. " POWAN. 2,338 tons, Captain W. A. Valentine. Singapore, Penang and Colomba Sade Mara Thursday, 20th, 11.00 A.M The L.G.M. str. Prin: Ludwig left Colombo Credite, at 4 months' sight2/21 S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas. Swatow, Amoy and Foodhow Haimun Thursday, 20th, 11.00 A.M. on Friday, the 14th iast, p.m., and may be S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd, S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius, Documentary Bills, 4 months sight 2/2; Bangkok Thursday, 20th, 1.00 p.m. expected here on or about Monday, the 24th Singay ore and Colombo Scandia Thursday, 20th, 3.00 P.M. UN PARIS.-Swatow and Shanghai Chousang Thursday. 20th, 3.00 P.M. Departures from Hongkong to Canton daily at 8,30 a.m. (Sunday excepted), 9 p.m. and 10,30 p.m. THE CANADIAN MAIL. Credits, at 4 months' night280 Bhangbai Thursday, 20th, 3.00 P.M (Saturday excepted). The C.P.R. str. Empress of China arrived at Departures from Canton to Hongkong daily at 8.30 a.m. 3.30 p.m. & 5.30 p.m. (Sunday excepted). 21st, 9.00 a.m. Heikow and Harphong ON GERMANY .--Nagasaki at 5:30 p.m. on Tuesday, the 18th inst., These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Most, Kobe, Yekohama, Victoria, and Tacoma, 1 and left again at 2 a.m. on Wednesday, for 21st, 11.00 A.M. Pleindes Friday, Special attention is drawn to their Superior Schoon and Cabin Accommodation. ON NEW YORK .-(Wash.)....... Shanghal, where she is due to arrive at 11 a.m. 21st, 11.00 A.M. Sandalean Friday, on Thursday, the 20th inst. 21st. 3.00 P.M. SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. Manila Loongsung Friday, 21st, 3.00 P.M. MERCHANT STRAMPRE. ON BOMBAY. Tientsto Lingchow Lingchow HONGKONG-MACAO LINE. The N.Y.K. Bs. Sanuki Maru (European Saturday, 22nd. Line) left Singapore for this port on the 14th S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R. Printed Matter and Sam-Plos...... 9.00 A.M. Sept., and is expected here on the 20th inst. ON CALCOTTA. Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Registration ... 9.00 A.M. The Brocklebank Line str. Pindari left Kobe Express. Sunday Special Excunsions leaving Hougkong at 9,30 a.m., and a MRANGHAL NACASARY, KOBE, YOROHAMA,). (Registration, with late on the 14th inst, and is expected here on the Bank, on demand HONOLULE and SAN PRANCISCO Second Departure about 7 p.m. fee of 10 cents, up to (Supplementary mail on board up to the ! ON SHANGHAL-NOTE :- During the Summer Months the time of leaving fluctuates to suit the tide at Macao. 9.45 a.m.) See Special Summer Time-table. time fixed for departure of the mail. The N.Y.K. ss. Tolomi Marie (Bombay Line) Registration, Kowloon Departures from Macao to Hongkong on week days at Samu. On Saturdays a Second Departure left Singapore for this port on the 14th Sept., Latra Pestago 10 cents) B.O. 9,00 A.M. ON YOKOHAMA.—On demand107 about 7 p.m. On Sundays at 3 p.m. (See Special Express). and is expected here on the 20th instant. ON MANILA.—On demand—Pesos.—1061 No. late fee. The J.-C.-J. Lijn str. Tjimahi left Kobe for ON SINGAPORE. On demand 61 p.a. p.m. Letters 10.00 A.M. CANTON-MACAO LINE. this port on the 12th inst., and may be expected Saturday, . 22nd, 10.00 A.M. Manile. Ruhi Ruhi here on or about the 21st inst. S.S. "LUNGSHAN," 219 tous, Captain T. Hamlin Saturday, 22nd. ON HAIPHONG .- On demand 1. p.s.p.m. Europs, &c., Itidia via Tuticoria The Indo-China str. Suising left: Calcut: This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at Printed Matter and Sam-Late Letters 11.00 to 14.30 A.M. Extra for this part via the Straits on the 9th inst., and ples 10,00 A.M. 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m. Postage 10 cents) may be expected here on or about the 20th inst. Registration ... 10.00 A.M. SOVERBIONS, Bank's Buying Rate ... \$9.05 Supplementary mail on board up to the The str. Saint Patrick sailed from New York JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT (Registration, with late Gold LEAP, 100 fine, per tasl \$18.(8) tine fixed for departure of the mail for China and Japan on the 9th August. CO. LD. THE CHINA NAVIGATION CO., LD., AND THE fee of 10. cents, up ! Extra Postage 10 cents.)..... Decanto The Boston Tow Boat Co.'s str. Lyra sailed INDO-CHINA STEAM NAVIGATION CO., LD. 10.45 A.M.) Letters posted in an the Piller Boxes from Seattle on the 12th August for Japan. Registration, Kowloon in time for the first clearance will be Manila and Hougkong. B.O. 10,00 A.M. CANTON-WUCHOW LINE. included in this contract mail.) The Boston S.S. Co.'s str. Sharmet sailed on The Parcel mail will be closed on Friday No late fee. S.S. "SAINAM,' 588 tons, Captain J. Willox. the 9th inst. from Paget Sound for Yokohama. Letters 11.00 A.M. S.S. "NANNING," 569 tons, Captain C. Butchart, Saturday, 22nd, 260 P.M. Singapore, Penang and Unleuten Fookstrag One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and. Saturday, 22nd, 3.00 r.m. PASSENGERS. Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Yokohuma and hole Saturday, 22nd, 5.00 P.M. Swatow, Chefoo and Tientsin Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are 23rd. 9.00 .am. Swatow, Amoy and Tamsui, Joshin Mare Per Scandia, from Shanghai, Mr. Daniels Sunday, lighted throughout by electricity. 24th, 3.00 P.M. Monday, Per Kwongsong, from Shanghai, &c., Mr. Shanghai. Further particulars may be obtained at the Office of the-25th, 3.00 P.M. Moji, Salina Craz and Mexico Wooderich. Tuesday, M. R. Sinclair. HONGKONG. CANTON AND MACAO STEAMBOAT CO., LD. 1 er Kwangtok, from Shanghai, Miss M. Lint. Hotel Mansions (First Floor), opposite the Hougkong Hotel; (or of BUTTERFIELD & SWIRE, Por Lightning, from Calcutts, &c., Messrs. STEAMERS PASSED THE CANAL. Aaroa and Walter Gregory. Aug. 3rd-Kintuck. 10th Teenkal, Cambo-Agents CHINA NAVIGATION CO., LD. Por Rucichom, from Tientsin, Mr. Hagan; Sale, Stindey Naval, Victualling, Obsolete dia. 14th - Kennebee, Seguria. 17th - Agamentfrom Swatow, Messrs. Boint, Calligan and and Condemned Stores, at H.M. Naval Yard. non. 24th Sannki Mara. 28th Merioneth. HONGKONG METEOROLOGICAL Messrs, Hughes & Hough, 10 A.M. shire, Palma, Ellen Rickmers. 31st -- Menclaus, HONGKONG TIDE TABLE. Per Sade Maru, from Yokohama for Hong-Half-Yearly Dearing of Six-five Dehentures Brisqueia, Ningehow, Nile, Glenarmi. Sept. 4th kong, Mr. and Mrs. A. H. Clmsted, Miss T. H. of the Hongkong Club, Club House, Hanni, -Schundkill, Schwarzburg, Habiburg, Benvenue. Olmsted, Mrs. A. Gibbs, Major H. B. Ford, Hongkong Observatory, September 19th. From September 20th to 26th, 1906. 7th - Ambrio, Simla, Lanther Cartle, Dardamis, Capte II, Boulton, Lieut, F. A. Maclean, Liout TO:MORROW To correct Zone Time add 23 min, and 18 sec. Nord keep, Glenesk, Prinz Regent Laitpold, Tamba G. H. B. Foxter, Lieut, R. F. Drill, Staff-Surg. Argund General Meeting of the H.K.C. Maru, Towner, Rusdara, Selenga, 11th-Flint-Bell, Messrs, C. K. Edmunds, H. Easton and Cricket Club, Club Payilion, 5, 45 p.m. Barometer shire, Kanagawa Maru, 14th Ernest Simons, LOW WATER Poberyausky; for Singapore, Mr. C. Catto; for Temperature ... Jason, Nabia, Priom. Colombo, Messrs, E. A. Keder and Nazain: for Humidity London, Mr. P S. S. Currie, Mrs. and Miss ARRIVAL AT HOME. OPIUM. Wind Direction Towers. Force Sept. 16th-Sardinia. Wenther Quetations are: Allow'ce net to 1 catty.

Per Oceanien, for Shanghai, Capt. and Mrs. Sembill, Messrs, Raipt Walton and Jose Olivery

Font; for Kobe, Mr. N. K. Autin; for Yoko-

hama, Mrs. Fichot, Messre. Soler and Asensio.

Per Polynesien, for Saigon, Mrs. Delpit; for

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September 19th.

Malwa New 1900 to

Malwa Older\$1020 to -

Malwa V. Old \$1060 to -

Benarce New ... 200574 to -

Malwa Old \$960

Persian Ene quality \$700)

Persian extra tine .. 8780

Prine New

Beuares Old....... \$840

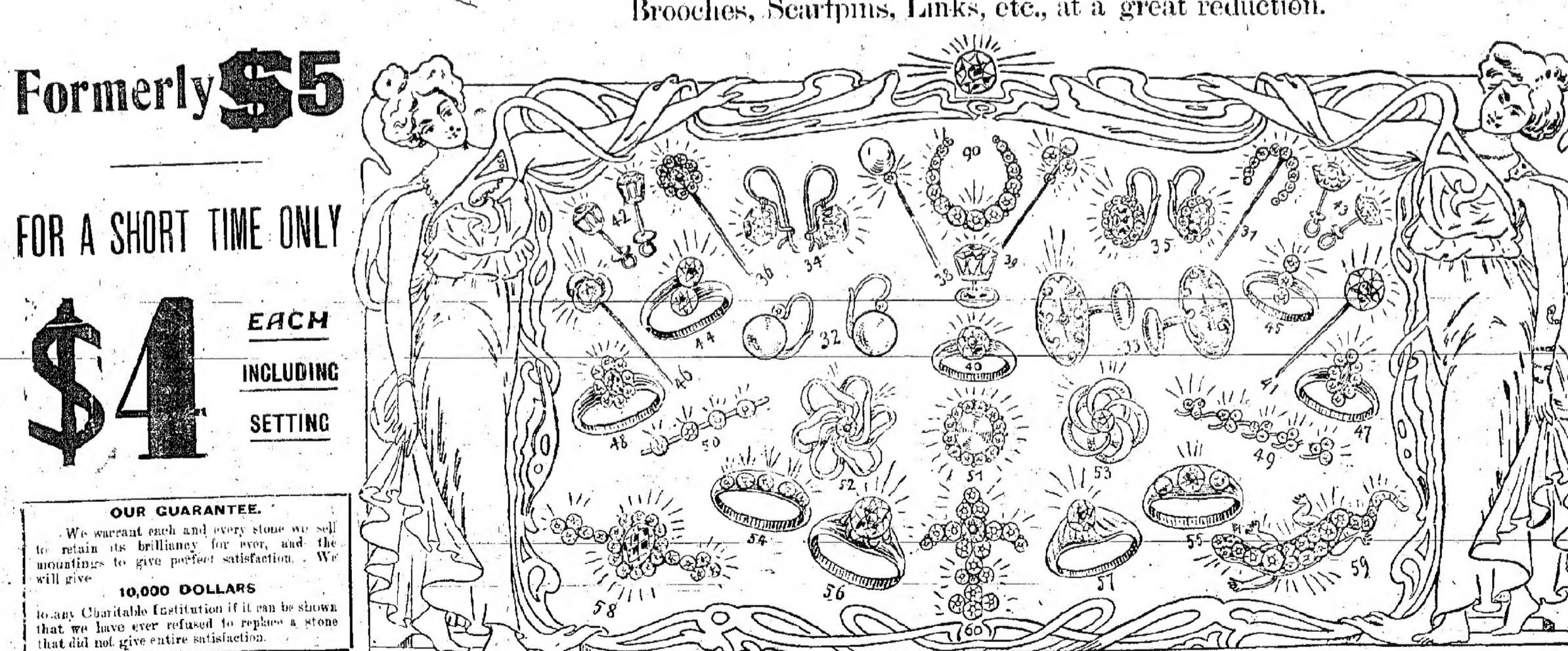
Barometer 9 A.M., 29.80 Therm. (Wetbulb) 9 A.M.78 Singapore, Mr. J. T. Madday; for Bombay, SHIPPERS Barometer 1 P.M., 29.75 Therm. (Wetbulb) 1 P.M. 79 Mossrs, J. Patell and S. C. Karanjea; for TAXTRA COPIES of Daily Press are on Barometer 4 P.M., 29.74 Therm. (Wetbulb) 4 P.M. 79 Margeilles, Mr. d'Astier de la Vigerie, Mrs. Lyn, sale daily at the KOWLOON BOOK PALMER & Co., LONDON Messre, Kahn, E. Gonault Aspirant, Mr. and STALL; Mr. H. RUTTONJEE'S KOW Thermon, 9 A.M. Sil. Therm. Maximum 86 AGENTS Mrs. Campie, Mr. Wm. W. Wilson, Mr. and LOON STORE, No. 36, Elgin Road and Thermon, Er.M. 86 Thorn, Minimum over LANE, CRAWFORD & CO., Mrs. L. Desjardins, Messrs. A. Andrieu, Le Mr. AH YAU'S FERRY WHARF STALL mght76 Hongkong, 22nd Pecember, 1902. Morvan, J. H. Colombo and Andrew Smith HONGKONG ACQUAINT THE PEOPLE OF HONGKONG WITH

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